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and why you shouldn't buy one just yet



Shock Aston 4x4

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Next Bugatti Veyron

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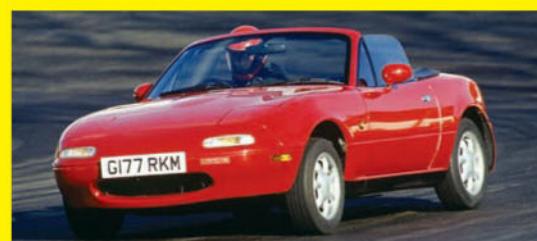
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DBX concept is a sign of Aston's new-found confidence

Aston's fightback starts right here

THE CONTRAST BETWEEN this year's Aston Martin stand at the Geneva show and last year's couldn't have been starker – and not just because of the surprise unveiling of the DBX crossover concept to sit alongside the staggering £1.8 million Vulcan and extreme, sold-out Vantage GT3.

Instead, what stood out was a palpable sense of excitement among employees, customers and even representatives of the major shareholders, who were present to witness what may come to be regarded as the beginning of the turnaround, should the ambitious plans come off. Here, finally, is a company with a sense of purpose once again.

Much credit belongs to new boss Andy Palmer, but it's also clear that the company has long bubbled with ideas and intent but has previously lacked the financial clout to enact them. Now suitably enthused and supported, there's a sense among employees that they know where they're going and how to get there.

The proof will come with the first of the new-generation cars, set to be revealed next summer. But all the signs are that Aston Martin is ready to fight again.



JIM HOLDER EDITOR

jim.holder@haymarket.com

@Jim_Holder

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Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

VIDEO

Porsche Cayman GT4

Ultimate Cayman: watch and hear it in action



GALLERY

Geneva motor show

Some of the weird and wonderful cars on display in Geneva



NEWS

Bentley EXP 10 Speed 6

More details about this British show-stopper



BLOG

Hilton Holloway

Under the skin of Volvo's new seven-seat XC90



BLOG

The £500 Jaguar

We spend small change on a 20-year-old XJ



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THIS WEEK

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DBX concept is
slightly shorter
than a V8 Vantage



DBX heralds new-wave

■ Electric crossover concept previews Aston Martin's first 4x4 model ■ Four electric motors

Aston Martin has revealed its second extraordinary car in as many weeks: a rule-changing, high-riding GT concept called the DBX that will target a younger, more diverse group of luxury buyers, particularly women.

The new model comes hard on the heels of the super-exclusive but essentially more conventional Vulcan track car. It is the latest in a flurry of model announcements that have surrounded the arrival of a dynamic new CEO, Andy Palmer, including the latest DB10 'Bond car', a Lagonda saloon for Europe

and a 590bhp V8 Vantage GTE Special Edition.

The DBX is the strongest evidence yet of Aston's intention to embrace a new philosophy, which holds that to have a sustainable future, the company, rarely profitable in its 102-year history, must be "less dependent on a narrow product portfolio and an over-dependence on one type of customer".

It's time, Aston bosses believe, to appeal to a new generation of men and women while taking care not to lose existing loyal supporters.

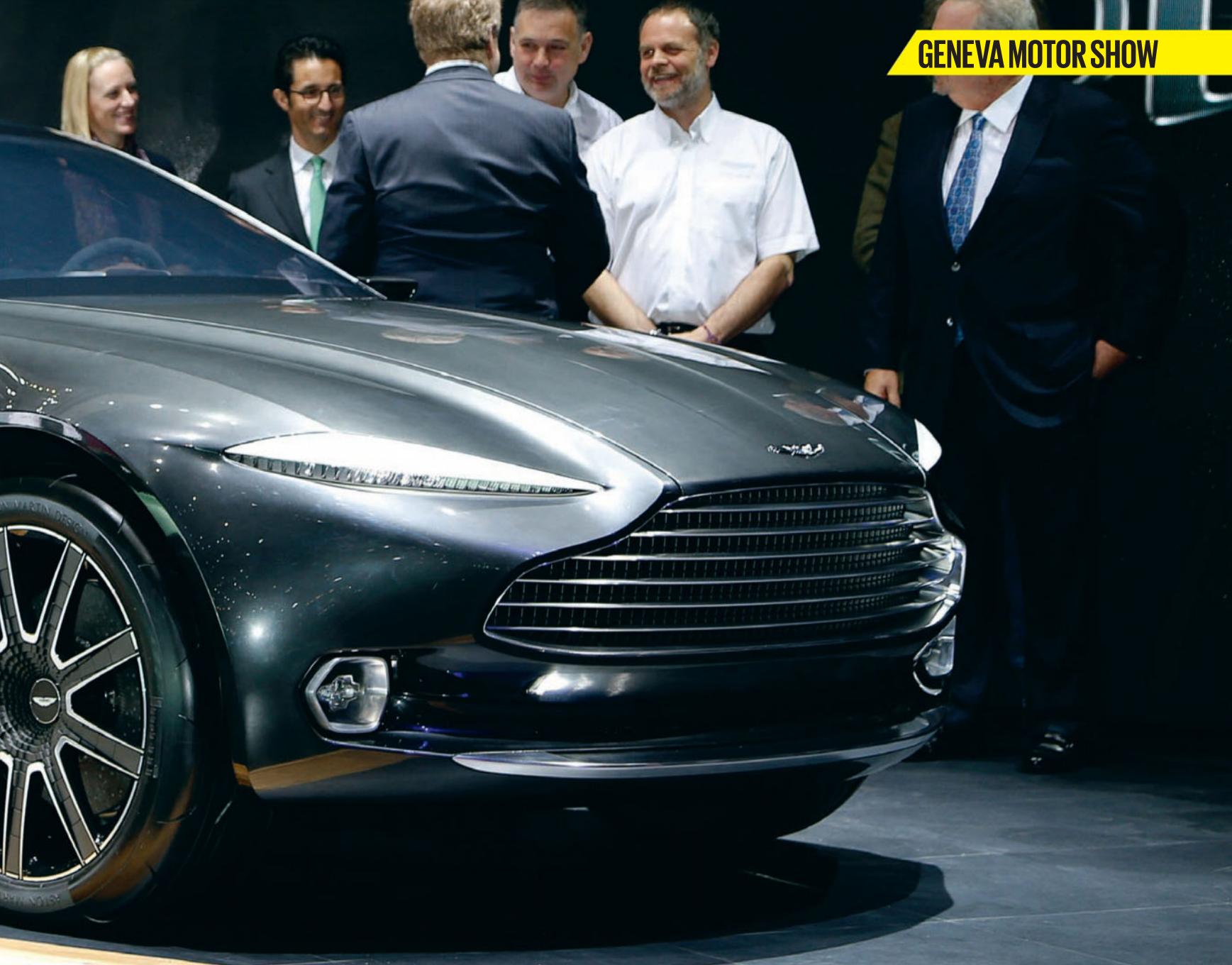
The DBX's creators describe

the new car as a sports crossover, Gaydon's first all-electric, all-wheel-drive model. It combines sleek, unmistakably Aston lines and an instantly recognisable grille with a Range Rover Evoque's ground clearance, big doors, a flat floor and no door sills. The result is easy access to a cabin that can house four adults and their luggage in comfort.

For now, the DBX concept's mechanical package challenges convention. There are four inboard-mounted electric motors, each driving one wheel. Power flows from lithium sulphur battery packs



Four-seat cabin employs luxury materials, such as nubuck leather



Astons

Much broader Aston range planned

mounted low along the north-south spine of the chassis. The advantages of this layout include all-wheel traction for low-grip situations, and sophisticated torque vectoring and traction control as the car corners and accelerates.

The steering is drive-by-wire and the brakes are carbon-ceramic discs with a built-in kinetic energy recovery system (KERS). The lights are LEDs, the windscreen is made from auto-dimming 'smart glass' and there are separately configurable driver and passenger head-up displays. Rear-facing cameras take the

place of conventional mirrors. However, any production offshoot – and Aston people don't deny that there will be one – will be a four-door with its rear doors well integrated into the design and a slightly higher roofline, much as a Rapide relates to a DB9.

The first production versions are almost certain to use conventional petrol engines, but Aston very much sees the DBX as a new-wave product and will want to progress to hybrid and electric versions as soon as convincing technology becomes available, undoubtedly through its →

Q&A ANDY PALMER, CEO, ASTON MARTIN

Your 'Second Century' plan sounds very aggressive.

What are the key elements?

"By the end of the decade, Aston Martin will not only replace every car in the current range but will also add up to three model lines and enter segments new to the company. We'll combine the very best of British design and craftsmanship."

Aren't you worried that Aston exclusivity will be threatened?

"Not at all. We'll always be volume capped at 7000, which will ensure demand outstrips supply."

What's the point of targeting women with a special car, like the DBX?

"The number of high-achieving women is rising fast. Women's

opinions already affect the direction of most car purchases and we're convinced there are enough who'd like to own a car that is better and cooler than an ordinary SUV but don't want a sports car."

How will your women's advisory board help?

"They'll help us avoid mistakes, and to design and equip the car in a way that suits them. Instead of starting with the usual 95 percentile male to design things, and making everyone else fit, we might do it the other way around."

Are you concerned that targeting women will disenfranchise some of your male customers?

"No. For one thing, women are pretty empathetic. They'll be happy if the car appeals

to men, too. In any case, there are plenty of women who enjoy driving as much as men do. The DBX project helps underline our intention to have a striking level of design differentiation between models."

When will we see results of the investment funds that you are raising from shareholders?

"The investment is already yielding results. Late last year we delivered significant updates to Vanquish and Rapide models, and we're well on course to bring more product enhancements to Vantage, DB9 and Rapide this year. And then, you've got all our Geneva actions..."



↳ technical links with minority shareholder Daimler.

Design chief Marek Reichman says some of the learning about the crossover's proportions comes from the Mercedes-Benz GL, although the concept does not have Mercedes underpinnings. Overall length is 4.3 metres and the height of 1.7m is similar to a conventional saloon's. The driver sits about 400mm higher than in a DB9.

The concept's luxurious interior contains much fresh thinking. It makes ingenious use of top-quality materials, such as machined billet aluminium for the controls and switches, and velvet-like nubuck leather for the seats and trim. The exterior features a new finish called Black Pearl Chromium.

The idea for the DBX surfaced on Palmer's fourth day in the job – he has now been at it five months – and is an honest attempt to attract female luxury car buyers. Indeed, the car is proposed for a notional well-heeled American businesswoman from Silicon Valley called

Under its skin, the DBX has one electric motor powering each wheel

Charlotte, who might normally choose a Porsche Cayenne but has a bigger budget and wants a more exclusive and cooler car than a conventional SUV.

So keen is Aston to get the attention of women that it plans to appoint a female advisory board for the project, comprising widely disparate members who could probably afford a car like this but are not necessarily customers. Board members would comment regularly on progress via meetings and focus groups.

Reichman sees converting the DBX concept into a production car as a big creative challenge. "Every car we do has to be beautiful," he said, "but particularly this one, which so deliberately targets new customers of a different gender. They're very switched on, very discerning. They're luxury conscious and they know a great deal about fashion. They'll only embrace this new kind of GT driving we're calling 'sporting comfort' if they're certain they look cool doing it. We have some challenges ahead."

STEVE CROPLEY

New base set up for £1.8 million Vulcan



ASTON MARTIN IS setting up a skunkworks at a location in Warwickshire to build the 24 examples of the £1.8 million Vulcan track day car.

A site has been found in Wellesbourne, near Gaydon, where the Vulcan will be assembled from parts bought in from specialists, mostly race-engineering suppliers, and from Aston itself.

A small, hand-picked team of engineers will start making the cars later in the summer, with the first deliveries due at the end of the year.

Multimatic, the Canadian company that built the carbonfibre tub for the One-77, will supply the same part, albeit slightly modified, for the Vulcan.

But other main componenetry will be unique to the Vulcan, because the specification is focused on the essentials required for a rapid track day car, such as an Xtrac gearbox with straight-cut gears and a sequential change.

One key change from the One-77 is that the ride

height is adjustable; the suspension can be moved between track and road settings.

"We will focus all the set-up of the Vulcan on the track," said project chief David King.

King said the chassis will be progressive on the limit, allowing a relative novice to lap quickly. Simulations suggest that the 800bhp, 1350kg Vulcan will lap Le Mans in a similar time to an LMP2-class car.

JULIAN RENDELL





Front end looks typical Aston but ride height is not

Three different styles for future Astons



ASTON MARTIN WILL design its next generation of cars with much greater styling differentiation between models to accommodate an expanding range over the coming decade.

The DBX and Vulcan show two of three new individual design directions: the more formal look on the DBX and the tauter, sportier appearance on the Vulcan.

"It's time to develop new ideas as we go into a new era of investment," said Aston's creative director, Marek

Reichman. "We'll launch a new product every year for the next five years."

Characterised by the refined styling theme and traditional chrome grille of today's Aston range, the DBX will inform the next-gen DB9 and a new five-door crossover to create Aston's new GT line of models.

Meanwhile, the Vulcan's edgier styling and more aggressive 'jet intake' grille will create a new identity for the Vantage and Vanquish.

The 'three line' strategy

is being driven by CEO Andy Palmer, who signed off the DBX in his first week at Aston last October. The third line is called 'Super Saloons' and will be developed out of the Lagonda Taraf and Rapide replacement.

The 2016 replacement for the DB9 has largely been already toolled up, so Palmer can't significantly influence the shape. That leaves the 2017 Vantage as the first car the new CEO can truly influence for production.

JULIAN RENDELL



Seat 20V20 is about the same size as an Audi Q5

Seat reveals future look on SUV

This 20V20 concept previews a new seven-seat SUV and shows how Seat's design is likely to evolve

Seat has previewed its future design direction and the third model in a potentially three-strong range of SUVs with a new concept called the 20V20 at the Geneva motor show.

Design boss Alejandro Mesonero-Romanos told Autocar the concept car showed how the design language of the current Leon would evolve on models launched from 2016 to the end of the decade. Large parts of

the design are set to feature on the new Ibiza in 2016, he said.

It's also significant that this concept could become the third of three Seat SUVs.

A Leon-based Nissan Qashqai rival with a design not influenced by this concept will appear in 2016 and be followed soon after by a smaller Nissan Juke-sized SUV. Mesonero-Romanos said the 20V20 project is "what we target after" the launch of those cars.

He said: "It is not approved

yet by the board, but if all goes well this car is a promise for the future."

Mesonero-Romanos describes the future design as "a big evolution from Leon" that is "even more sculpted with the lines, more brutal, tighter and more precise".

Seat has chosen to display this concept car now, previewing a model a long way from launch, as a sign of the strength and confidence of the brand and to show future

ambition beyond its already confirmed model plans.

The concept car is larger than a Qashqai at almost 4.7 metres in length, making it Audi Q5-sized. If it makes production by 2020, as expected, it will be a seven-seater. It is based on the largest version of the Volkswagen Group's MQB platform.

The interior also shows how Seat will evolve the design from the current Leon. The interior style is instantly familiar from

the Leon but altogether more futuristic and controlled, using what Mesonero-Romanos describes as a "Seat Core".

The Core is effectively a magnetic circular key that a user locks into the centre console, and the car's entire suite of interior functions – including driving modes, heater controls and infotainment options – are then loaded up, similar to a user profile of custom preferences on a laptop.

MARK TISSHAW

Audi gives strong clues to next-gen A6 Avant



THE AUDI PROLOGUE Avant concept car previews the next-generation Audi A6 Avant, due in 2017, and the next generation of Audi estates after it.

Design chief Marc Lichte confirmed to Autocar at Geneva that the Prologue Avant was a touch larger than the production car (he ruled out the possibility of a larger A6 Avant) but the proportions and shape were representative of the production estate car.

Lichte said the Prologue concept managed to maintain the large load space of an Audi estate but with a more rakish look thanks to some clever design tricks.

The new A6 Avant will be based on the MLB platform first used on the new Q7. Its wheelbase will be between that of the A6 and A8 saloons.

Lichte revealed that the face of the new A6 would be between the elegant look of the A8 and the sportier A7. He said there would be

greater visual differentiation between the 'A' models, and even more changes for 'Q' and 'R' models.

The Prologue Avant concept also points to the interior of the new A6, A7 and A8 models. Lichte said there would be almost no buttons in future Audi cabins. The controls would be operated by touchscreens with haptic feedback and OLED tech properly integrated into the cabin, and by swiping and voice gestures.

AUDI R8

The new Audi R8 will be available to order in the UK from May. The 532bhp V10 version costs £119,500 and the more powerful 601bhp V10 Plus model is £137,500. The first deliveries will take place late this year.

PREMIERE Audi R8 V10 plus



TOURING SUPERLEGGERA

Italian coachbuilder Touring Superleggera's Geneva motor show star was the Berlinetta Lusso, a new model based on the Ferrari F12 Berlinetta. Its new look gives the car a more classical appearance.





Many European and US cars have already been sold

McLaren 675LT tipped to sell out fast

ALL 500 EXAMPLES of the £259,500 McLaren 675LT are expected to be snapped up within a matter of weeks of the car being revealed, making it an even faster seller than the P1 hypercar.

Many of the cars earmarked for Europe and the US are already spoken for and will go to existing McLaren owners, including several who buy every model that is offered to them by the company.

The new model made its

world debut at the Geneva show, and customer deliveries will begin in July. It is a much more track-focused model than the 650S on which it is based and comes with many elements geared towards improving handling and performance.

One of these is an optional Club Sport pack, which is available in the UK for £5090 and adds a titanium roll hoop, four-point harnesses and a fire extinguisher.

The changes to the driving

experience come from more than just an increase in power, though. It is also 100kg lighter than the 650S. Mark Vinnells, McLaren's programme development chief, said: "The reduction in mass makes the biggest difference to the way the car feels."

The 675LT comes with a significantly modified 666bhp version of the 650S's twin-turbo 3.8-litre V8. McLaren says 50% of the parts in the V8 engine are new, including

the turbos, camshafts and connecting rods. There are also detail revisions to the cylinder heads and exhaust manifolds.

All the changes result in a 0-62mph time for the rear-drive 675LT of 2.9sec, 0.1sec faster than the 650S. The 0-124mph time is more radically improved and is cut from 8.4sec to 7.9sec. The 675LT's 205mph top speed is 2mph less than the 650S's due to the extra drag of the aerodynamic package.

Glickenhaus supercar for road and track

SCUDERIA CAMERON

Glickenhaus has unveiled both road and racing versions of its SCG003 supercar. The road version costs £1.65 million before tax and the race model is £1.5 million. Both feature the same all-carbonfibre construction and Le Mans prototype-style bodywork.

The race version is powered by a modified Honda HPD 3.5-litre twin-turbo V6 and gives 520bhp with the restrictor mandated by the GT3 technical regulations with which the car complies. These

same rules dictate its 1300kg weight. In road-going form with the same engine, it has about 650bhp and weighs 1150kg.

Founder Jim Glickenhaus conceived the car as a throwback to when people used to drive their cars to the track, race them and drive away.

"Change the splitter, the wing and the diffuser and you have the race car," he said.

He is planning a two-car assault on the Nürburgring 24 Hours in May. The cars will be driven to the track and then converted in the paddock.



Road-going version has about 650bhp and weighs 1150kg

BORGWARD

German car maker Borgward has been resurrected by a consortium led by the grandson of the original founder. The firm announced its revival at the Geneva show, and will reveal its first model at the Frankfurt show in September.



FERRARI 488 GTB

The central tub, roof panel and front suspension are the main carried-over parts from the 458 to Ferrari's new 488 GTB, said CEO Amedeo Felisa. The rear structure is largely new to house two large intercoolers for the new turbo 4.0-litre V8.

OUR SHOW STARS



LAND ROVER DEFENDER

How could I pass up the chance to select a 67-year-old stalwart that won't be here next year? This green one was mobbed all day. SC



PORSCHE CAYMAN GT4

If I sat down to configure my perfect sports car, I know exactly what I'd want it to be like. In short, it would be the Porsche Cayman GT4. AF



VAUXHALL VIVA

Vauxhall's new Viva has an amazing interior package, impressive feature list and low starting price of £7995. Proof that affordable does not have to mean cheap. JC



ASTON MARTIN DBX

Bold and challenging, Aston Martin's DBX opens a new chapter in which high-riding four-seaters are as much the future as low-slung sports cars. JR



INFINITI QX30

If the QX30 is as close to the production model as people say, it looks like the most credible Infiniti yet. It could be just the car to boost the firm's European efforts. JM





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*Prices and offers apply to qualifying DS 3 Ice special editions when ordered and delivered between 01/01/15 and 31/03/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 Ice DStyle PureTech 110 S&S manual. OTR price £17,220. Initial customer rental £3,560.72; followed by 46 monthly rentals of £230; optional final rental £7,124. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 Ice DSign PureTech 82 manual and DS 3 Ice DStyle THP 165 S&S 6-Speed manual respectively. Initial customer rental £3,301.87 - £3,697.28; followed by 46 monthly rentals of £189 - £240; optional final rental £6,080 - £7,248. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Ltd is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

OUR SHOW STARS



LOTUS EVORA 400

More performance was the headline, but the big news was the step up in quality. It reaffirms that the new boss in Norfolk is both tenacious and ambitious. JH



SEAT 20V20

Seat has finally got clarity and direction, with an impressive array of Leons, a new Ibiza and stylish SUVs to come, previewed by this concept. MT



VW SPORT COUPE GTE

The Sport Coupé GTE reveals a fresh new direction for Volkswagen's future production models while showcasing the sort of hybrid tech they'll offer. GK



KIA SPORTSPACE

Estates outsell saloons three to one, so Kia needs this version of its next Optima. That it has made this concept look so good speaks volumes. RW



NISSAN SWAY

Sometimes a car just looks right, and the Sway is one. It is close to what Nissan's next supermini will look like – and that's a load better than today's Micra. RB



Bentley goes hybrid, RWD

V6 petrol-electric powertrain option for new two-seat sports car, due in 2019

AV6-electric hybrid powertrain, rear-wheel drive and a two-seat cabin would position a production version of the sleek EXP 10 Speed 6 as a complement to Bentley's best-selling Continental GT coupé if it gets the expected production go-ahead for a 2019 launch.

The hybrid would line up alongside a new V8, currently being developed by Porsche for the next-generation Panamera and Cayenne, as the two engine options, sources have revealed.

The turbocharged V8 is said to develop close to 600bhp,

despite a sub-4.0-litre capacity designed to squeeze under a Chinese tax barrier.

The hybrid powertrain, whose V6 engine will have a capacity of around 3.0 litres, will develop up to 500bhp when petrol and electric outputs are combined. It is set to be used by both Bentley and Porsche in place of the Audi-developed unit used today.

Bentley's hallmark W12 is not being considered, partly because the tall engine can't be packaged under the EXP 10's swooping bonnet.

An entry-level version of

the car would weigh less than 2000kg, in part thanks to the Volkswagen Group's lighter MSB architecture on which it will be based.

The marketing case for the production EXP 10 has been carefully constructed to allow room for Bentley to continue to sell the Continental GT.

The next-generation Continental will focus on its GT characteristics of four-wheel drive for all-weather security and more relaxing driving manners. It will also grow in size to become a true four-seater, while the rear-wheel-drive

EXP 10 will be more focused. "We don't see them as direct competitors to each other," said Bentley sales director Kevin Rose.

Despite its role as a more relaxing GT, the next Continental is also tipped to feature more athletic styling.

Bentley can afford the luxury of two different coupés because it is sharing development costs with Porsche on an all-new luxury car architecture to underpin both manufacturers' ranges for the next decade.

JULIAN RENDELL

Vauxhall reveals key to Viva's big ideas

VAUXHALL DISCLOSED SOME of the secrets behind the impressive spaciousness of its new £7995 Viva at Geneva.

The Viva is a sub 3.7-metre car with five doors and a Tardis-like interior that can accommodate 6ft-tall passengers in the front and rear at the same time. There's also a decent boot with room for a supermarket shop.

The space has been liberated by lowering the floorpan, according to design chief Mark Adams. "By doing that, we can sit people in a

more upright position and create more space between them," he said.

Despite its low entry price, standard equipment includes a phone-integrated multimedia system, hill start assist and lane departure warning. Options include cruise control, heated front seats and a heated steering wheel.

Show cars were equipped with an optional leather steering wheel that could end up as standard equipment, depending on how the car is specified for the UK market.



Viva promises a relatively generous list of standard kit for £7995

PININFARINA SERGIO

Pininfarina's coachbuilt version of the Ferrari 458 Italia, the Ferrari Sergio by Pininfarina, was seen in production form at Geneva. Just six will be built, each costing £2.5 million. The car is a tribute to legendary designer Sergio Pininfarina.



SSANGYONG TIVOLI EVR

As well as unveiling the new Tivoli, Ssangyong showed an extended-range electric version as a concept. The electric motor is backed up by a small petrol engine. Claimed range is 80 miles on the battery or 310 miles with the range extender.





We want a car that
makes journeys
not boring.
#SR7

5:24 PM



NEW SR7 RANGE



THE NEW KIA CARENS **SR7**

4.9% APR
REPRESENTATIVE

WITH £750 DEPOSIT CONTRIBUTION
ON PERSONAL CONTRACT PURCHASE



The Power to Surprise



You make us make better cars, like the New Carens 'SR7' Special edition. You want the great features like 7-seats, privacy glass and reversing sensors and you want it all for a mere £18,105 including £1,700 customer saving. You asked for it, you got it.

Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) – 53.3 (5.3), Extra Urban 53.3 (5.3) – 67.3 (4.2), Combined 44.1 (6.4) – 61.4 (4.6). CO₂ emissions are 149 – 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDi 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indegnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



Last of the 450 Veyrons made was at the Geneva show

Veyron to eclipse itself

Successor to Bugatti's hypercar is said to be faster and "automotive art"

Bugatti is well advanced with a "more powerful, faster and more breathtaking" car to succeed its 14-year-old Veyron, according to recently appointed CEO Wolfgang Dürheimer, who also runs Bentley and was on hand at the Molsheim company's Geneva stand to introduce the very last Veyron.

Dürheimer resisted calling the new car a Veyron replacement, agreeing only that it would be "in character" and that it would be "a piece of automotive art, like its

predecessor". It would be another history maker, he claimed, harnessing all the potential of the 1000bhp 8.0-litre W16 engine that has given the Veyron so much of its distinctive character.

The Bugatti chief declined even to confirm that the new car would be mid-engined, although he did describe it as "the next super sports". Industry watchers insist the Veyron's longitudinal, mid-mounted layout, with integrated gearbox and final drive, will survive in the new application. This

points overwhelmingly to the production of another mid-engined car.

Dürheimer also declined to forecast an on-sale date ("art is finished when the artist is ready to sign it"), but he agreed that a long gap between the Veyron leaving the stage and the new car arriving wouldn't be desirable.

"Our staff at Molsheim are sweating a lot, and working long hours to have it finished," he said.

Bugatti insiders say the new car will have a considerably more "designed"

body, agreeing that the Veyron's proportions were created mainly to contain the car's huge mechanical package, and the new one would have more scope for design flair.

The completion of the last Veyron brings total sales to 450. The model went on sale in early 2006 but has attracted considerably fewer than 450 buyers because dozens of them have bought more than one. One Middle Eastern owner is understood to have at least four.

STEVE CROPLEY

Confidential

MERCEDES-BENZ CHIEFS continue to say they are happy with the current deal with Aston Martin. Company boss Dieter Zetsche said it wouldn't be a good idea for Aston to be owned by a big group, and AMG boss Tobias Moers said the terms of the existing deal remained the plan, although he would meet with new Aston boss Andy Palmer to discuss any fresh ideas.

KIA HAS JOINED the turbo three-cylinder club with a new 1.0 T-GDI Kappa petrol engine producing 188bhp and 127lb ft. It will appear first in the Cee'd at the end of this year with conventional transmissions and in 12 to 18 months' time mated to the new seven-speed dual-clutch automatic also revealed for the first time at Geneva.



ASTON MARTIN was the talk of the Geneva motor show, and several rival car execs were spied on its stand. Most notable was Bentley and Bugatti chief Wolfgang Dürheimer (above), who had a close look at the DBX concept. Rolls-Royce design chief Giles Taylor was also caught examining the DBX.

Infiniti plots high-performance Q30

A HIGH-PERFORMANCE model will top off the range of the new British-built Infiniti Q30 hatch, extending the range to three models in around 2016-2017.

Details of the model's powertrain are scarce, but one possibility is a high-output version of Infiniti's new 208bhp turbocharged 2.2-litre four-cylinder engine just launched in the Q50 saloon. Performance versions of rival engines are producing about 300bhp from a similar capacity.

The rapid Q30 – which could feature the 'Eau Rouge' name used on the Q50 super-saloon concept – is expected to have a lowered chassis that will

drop the high-riding Q30 hatch closer to the road to improve its handling.

Infiniti's star attraction at the Geneva show was the QX30 concept, an urban off-road version of the Q30 that is also based on the latest Mercedes-Benz A-Class platform.

"We call the QX30 a city explorer," said Q30 model line design chief Kei Kyu. "The solid stance gives it a sense of purpose, strength and distinction."

Just as the Q30 concept was said to be "very close" to the production model, the crossover concept closely previews the real QX30.



QX30 crossover concept took centre stage for Infiniti in Geneva

Details such as the gaping front bumper air vents, the 'airblade' roof bars and 21in wheels will be toned down for production, but the major ingredients of the production car are evident on this concept.

Final shakedown engineering of the Q30 is being carried out in the UK, with production due to start late this year and sales following soon after. The QX30 is scheduled for launch next year.

DS IS SET to ramp up its personalisation options after being separated from the Citroën brand. The DS3 is reckoned by Citroën bosses to have more variants than any other rival, and the firm is keen to roll similar levels of options out across its entire range.

THE ALFA ROMEO relaunch is on track for 24 June, Fiat Chrysler Automobiles boss Sergio Marchionne confirmed at the Geneva show. The first of the new generation of rear-wheel-drive Alfas powered by bespoke engines will be a BMW 3 Series-sized saloon, rumoured to be called Giulia. It will be shown in Milan in June.

MERCEDES-AMG GT3 RACER

The grille of the new Mercedes-AMG GT3 race car previews the one on the upcoming faster GT road car. The 'pan-America' grille is inspired by classic Merc racers and will feature on future race cars as well as high-performance road cars.



MERCEDES S-CLASS PULLMAN

The Mercedes S-class Pullman is the "most exclusive car you can imagine", according to design chief Gorden Wagener. It has an opulent rear cabin that can be customised in different configurations. It is tipped to cost about £375k.





New Civic Type R will be priced from £29,995

Hotter Civic Type R 'possible'

Honda's new 306bhp Civic Type R could be joined by a more extreme version if there's a demand

The chief engineer of the new Honda Civic Type R has left the door open for a version with even greater performance, should there be the market demand for it.

Speaking at the Geneva show, Hisayuki Yagi revealed the car "had more room for improvement" if there was "market demand". He said there were no plans to launch such a model, but "we're ready to start development on an even more extreme Type R".

A Nürburgring time of 7min 50sec was set by a prototype version last May, a record for front-wheel-drive hot hatches. That mule was fitted with a roll cage, but Yagi insisted that it added no structural rigidity and the weight of it was offset by removing parts not crucial to performance, so the lap time was representative of a road-going production version.

He said the target for the Civic Type R had been to be "number one" in all objective

measures, such as power, torque, top speed, 0-62mph and Nürburgring lap time. Honda has succeeded, but Yagi said it meant second-guessing what rivals were working on at a time when a host of new hot hatches were being launched.

These objectives meant that fitting a turbo engine was necessary, but he said Civic Type R purists shouldn't worry, because the performance of the new car would "exceed their expectations".

Yagi said a manual gearbox was vital for the car because "it is part of the fun of operation and something we did not want to spoil". He conceded the car would be marginally quicker around the Nürburgring with a dual-clutch automatic gearbox.

Yagi also believes that despite the Civic Type R putting a hefty 306bhp through its front wheels, we are not yet at the limits of how powerful front-wheel-drive hot hatches can be. He pointed out that

200bhp was once considered the limit, but new technology allowed more to be achieved and future advances would push the limits farther still.

Another promise from Yagi was that the new Civic Type R would address the ride quality issues of the previous model, which suffered from a firm and crashy ride on UK roads.

Honda confirmed at the show that the new Civic Type R would cost from £29,995.

MARK TISSHAW

Honda plans budget sports car and drop-top NSX



New NSX will be joined by more sporty models

A NEW BUDGET front/mid-engined, rear-drive Honda sports car is in the works as the firm seeks to capitalise on its return to top-level performance car sales with the launch of the new NSX and Civic Type R, brand officer Tetsuo Iwamura has confirmed to Autocar.

"You will see more sporty models in future," said Iwamura when asked about the possibility of an S2000 successor. "These types of cars are required to reinforce

the values that are at the core of Honda."

Although Iwamura declined to elaborate, the new two-seat coupé would most likely sit between the NSX and Japanese-market S660 in Honda's sports car range. Power could come from the Civic Type R's 306bhp turbocharged 2.0-litre engine, complemented by hybrid technology and a simpler version of the NSX's four-wheel drive system. In the Civic, the engine enables

the car to cover 0-62mph in 5.7sec and hit 167mph.

Iwamura pointed to the S660 concept as an example of Honda's sporting intentions but conceded that the car, designed for Japan's kei car market, would be hard to export because it would need extensive engineering.

Iwamura confirmed that variants of Honda's newly launched sporty models were likely, suggesting an open-top NSX and more extreme NSX Type R are near certainties.

PORSCHE CAYMAN GT4

A well-placed source has told Autocar that the Porsche Cayman GT4's 2000-unit production run is already "virtually sold out" across the world. Demand has outstripped supply and a further ramp-up of production isn't possible.



MAZDA CX-3

UK prices for the new Mazda CX-3 start from £17,595, which puts the CX-3 in the middle of the market. UK cars will be powered by 119bhp and 148bhp Skyactiv petrol engines and a 104bhp diesel, with all-wheel drive on top-spec models.



OUR SHOW STARS



McLAREN 675LT

As homages go, the 675LT's tribute to the mighty F1 GTR 'Longtail' is pitch perfect. It was a fitting sight to see the two placed close together on the show stand, too. DM



AUDI PROLOGUE AVANT

It's 21 years since Audi upturned the estate market with the hot RS2 Avant. The Prologue suggests Audi is set to revisit the niche. HH



PORSCHE 911 GT3 RS

In a list of the best driver's cars ever, plenty will have the suffix 'GT3'. Adding 'RS' usually only makes things better. Hard to imagine that it won't be the case here. MP



KOENIGSEGG REGERA

It'll sound like the V8 hypercar that it is, yet the plug-in hybrid and 'direct drive' system will give it the continuous power delivery of a pure electric car. VP



BENTLEY EXP 10 SPEED 6

This concept cleverly retains all the key Bentley hallmarks while adopting modern engineering and production techniques. LK

Lexus tests out new baby crossover

LEXUS WILL EVALUATE customer reaction to its LF-SA concept at the Geneva show before deciding whether to pursue the idea of a baby model to sit below the CT range in its line-up, senior sources have said.

The LF-SA is, in theory, a potential rival for the Mini and Audi A1, although it is considerably smaller than both. The Lexus is just 3400mm long, 1700mm wide and 1430mm tall, but the Japanese brand claims

it is capable of carrying four people in a 2+2 seating layout.

Lexus's European boss, Alain Uyttenhoven, warned against assuming that the show car signalled a definite intent to build a B-segment model. But he acknowledged that the firm would be monitoring reaction to the idea of a baby Lexus.

"We show the car here," he said in Geneva, "and we will get reactions. We hope they are positive reactions. And then we will start to

study. We will listen. We know there is a downsizing trend in the market. People are not making an automatic connection any more between big cars and luxury, and big cars and premium. People are ready to accept that small things can be expensive things."

Lexus's European product planning boss, Karl Schlicht, said: "If the reaction is really positive, there's a possibility that we could do it [build a production version]. I'm not

saying it's strong, and there are lots of hurdles that would be in the way. But it's out there and we'll see what the reaction is."

A production Lexus city car – particularly a relatively tall one with SUV influences – could allow the firm to take on existing rivals like the A1 and Mini, and future entries to the market, such as the baby Audi SUV. The firm could base the model on the Toyota Yaris platform. JOHN McILROY

Ford GT targets Lamborghini on price

THE FORD GT will be priced to compete with the likes of the Lamborghini Aventador when it goes on sale at the end of 2016. That means it is likely to cost from £240,000.

Meanwhile, it was also revealed that the full performance figures for the Ford Focus RS are unlikely to be made public until at least mid-year, as the car undergoes final homologation ahead of its winter launch.

However, Ford did reveal in Geneva that it will have a button-controlled drift function

that will enhance the RS's capacity to oversteer when the driver chooses to enable it.

Ford executives also played down talk of a long-rumoured Fiesta RS, or even a more potent version of the ST. Dave Pericak, director of Ford Performance, said: "The ST plays a really important role in the portfolio. Could you do something with the Fiesta ST? Of course. Should you do something with it? We're pleased with where the ST is now, so not for the foreseeable future."



Reborn Ford GT is set to go on sale in late 2016, priced at £240k

TOYOTA AURIS

The Toyota Auris has been given two new engines as part of its facelift: a 1.2-litre turbo petrol and a 1.6-litre diesel. The 114bhp 1.2 is said to offer similar performance to a 1.6. The 110bhp 1.6 diesel is rated at 104g/km and 68.9mpg.



TOYOTA AVENSIS

Toyota confirmed new engines for the facelifted Avensis at the Geneva show. A new 68.9mpg 1.6 D-4D and a 62.8mpg 2.0 D-4D have been added to the range. CO₂ emissions for the petrol engines are down by as much as 19g/km.





Suzuki has double vision

Not one but two concepts were shown off on Suzuki's stand, both small cars destined for production

Suzuki has revealed more evidence of its determination to have a small car for everyone by unveiling two new concepts: a spacious hatch codenamed iK-2, expected to make production next year, and a baby SUV dubbed iM-4 that is more like two years away.

The iK-2 is a four-metre-long, high-roofed five-door powered by Suzuki's 1.0-litre Boosterjet petrol turbo engine, which has the torque of a normally aspirated 1.7.

The iK-2 is aimed, in essence, at people who won't buy one of its strong-selling Swifts because its sporty lines impede rear leg room or boot space. The iK-2 has both in abundance.

The concept is very close to production spec. Suzuki says first deliveries should be in UK showrooms by summer 2016, priced from less than £9000 for a highly specified model.

The iM-4, a tiny 4x4 whose only current equivalent seems to be Fiat's Panda 4x4, is still

under development but is tipped to join Suzuki's line-up in 2017. It is powered by the Dualjet 1.2-litre engine and has a relatively radical interior design.

At Geneva, Suzuki was at pains to explain that this is more a 'soft-roader' and not the more rugged new Jimny 4x4, also due in the next few years. Suzuki's current pricing structure suggests the iM-4 could undercut the Panda 4x4 without difficulty.

STEVE CROPLEY



New iK-2 (top) is a roomy five-door and iM-4 (above) is a tiny 4x4

New Skoda Superb to get Scout and vRS versions



SKODA PLANS TO launch high-performance and off-road-oriented versions of its new Superb flagship, which made its public debut in Geneva.

The Czech manufacturer believes its new range-topper could prove a landmark car in the line-up, as it aims to achieve new levels of conquest sales from rivals such as the Ford Mondeo, Vauxhall Insignia and Hyundai i40.

As part of a bid to raise its brand profile, Skoda is likely to offer more variations of both

the newly launched hatchback and the upcoming estate versions of the Superb.

"The Octavia is very successful in vRS and Scout editions," said Skoda CEO Winfried Wahland. "To bring the Scout idea to Superb is a good idea, I think. I also think that bringing the sport idea to the Superb will work well."

It's likely that the more ruggedly styled Scout edition will be restricted to the estate variant, as it is with the Octavia. However, a Superb

vRS could be offered in both bodystyles. It will need to trump the latest 227bhp Octavia vRS 230, so it's conceivable that the rapid Superb will use a version of the 276bhp petrol motor that features in the Leon Cupra 280 of fellow Volkswagen Group brand Seat.

Skoda has confirmed that the Superb will cost from £18,640 – undercutting the cheapest Mondeo by more than £2000 – when it goes on sale in the summer.

RENAULT KADJAR

Renault is open to the idea of a hot version of its new Kadjar SUV – even if a full-blown Renaultsport edition is not on the cards just yet. "I believe that there is room for a sporty edition," said project director André Abboud.



ROLLS-ROYCE SERENITY

The one-off Rolls-Royce Serenity, which features an oriental-inspired interior made largely from silk, is understood to have been sold for £1million. The car was conceived to showcase the work of Rolls' bespoke design department.





Tester's Notes

Matt Prior



Prior had safety concerns when he drove a Defender on the Cambrian Rally



Next Micra in line for big changes

THE NISSAN SWAY concept is a close preview of the next-generation Micra, company boss Carlos Ghosn revealed at the Geneva motor show.

"We do not have a history of doing 'concept' concepts, and this is a concept for production," he said.

Insiders also revealed that the Micra name would stay for the new car, due in about 18 months' time, because Nissan believes there is still plenty of equity in it. Production will switch back to Europe, though – probably to Spain but possibly to a Renault site.

The new Micra will be based on a platform called CMF B, a version of the larger CMF CD used on the Qashqai. It will be the first car to be based on this version of the platform. Its relation to the larger models

will allow greater economies of scale, which will be invested back into offering plenty of tech and safety equipment on the Micra. Perceived quality of the cabin will also be improved.

Design chief Shiro Nakamura described the Sway as "not a pure design study; it gives a hint of a next-generation hatchback". He said it was "like a smaller Murano. The V-Motion grille, strong character lines and the floating roof... every element we used in the Murano is there".

Its 4010mm length makes it closer to the 4100mm-long Nissan Note mini-MPV than the current Micra (3825mm long), signifying the expected growth of both models. A wheelbase 100mm longer than a Volkswagen Polo's should also improve cabin space.



'Fiat 124' name for new MX-5's twin

THE LONG-ANTICIPATED Fiat Chrysler Automobiles roadster based on the Mazda MX-5 will be badged as the Fiat 124, it has been confirmed.

Fiat boss Sergio Marchionne confirmed the name at the Geneva show.

News of a roadster co-developed by Mazda and FCA has long been known, but there had been speculation that the model would be badged as an Alfa Romeo Spider, or even as a stand-alone model in the Abarth range.

I almost wrote this column last October. I'd just finished the Cambrian Rally in a Land Rover Defender and had come away worried about how close to the stage some spectators had been standing.

But the Defender is quiet, at least by rally car standards, and I was the last car running on every stage. My co-driver reckoned that spectators thought the stage had finished, hadn't heard us coming and were already making their way off-stage.

So I put it down to an anomaly; certainly, leaning on the horn as I approached made most of them stand away. Most, but certainly not all. It turns out I was right to have worried, too.

Last month the chief executive of the Motor Sports Association (MSA), Rob Jones, published an open letter to spectators, expressing how, after he'd looked at video footage and photos from recent rallies, he was "astonished and dismayed" that a minority of spectators

People need to stop standing in stupid places. More accidents will simply shut rallying down

"continue to display a wanton disregard for their own personal well-being" on rally stages.

His letter follows four spectator deaths on two Scottish rallies in the past two years and a review of safety by the Scottish government, whose recommendations the MSA has accepted and is now implementing.

It'll implement them quickly, but Jones says he needs "to remind all spectators of the fact that they are ultimately responsible for their own



Most rally spectators are sensible, but a minority need to wise up

personal safety". There's only so much the MSA can do, in other words. Rally stages are long, it's hard to monitor every yard, and people need to stop standing in stupid places, because more accidents will simply shut rallying down.

"Unless these few idiotic spectators concerned change their attitude immediately and behave responsibly," Jones wrote, "there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now."

Trouble is, the simple fact that you're reading this means you don't need to be told, but evidently some people still don't listen. Perhaps they just don't quite understand. I want to tell them something: that some people aren't very good at driving rally cars. I know because I'm one of them. If I were watching me rally in Wales, I'd want to stand in Swindon.

A Defender is about two metres tall, it weighs the best part of two tonnes, there's no ABS and no stability control, it's very short and pretty unstable and I was driving one at up to 80mph on a surface that had little grip one moment and precisely none the next. From inside the car, then, some spectators look terrifyingly close and the prospect of hitting them seems perilously real. Please stand back.

matt.prior@autocar.co.uk

@matty_prior

PARK WHERE MY FRIENDS CAN SEE IT, DADDY



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PEUGEOT 2008

MOTION & EMOTION



PEUGEOT

A Week In Cars

Steve Cropley



From Monte Carlo to Geneva by old and new Vauxhalls

SATURDAY/SUNDAY

Not every Saturday starts with a flight across Europe to Monaco, to pick up a bunch of interesting cars and help drive them over the Alps in time for the opening of the Geneva show, but this one did. This was Vauxhall's 'Griffin Greats' tour, run for the past few years and designed to alert hacks to the excellence of current Vauxhalls (notably the Adam Grand Slam and the Mokka with its new 1.6-litre Whisper diesel) and also to their ancestors (three Cavaliers, a Chevette HS and a Viva GT).

I've rarely learned so much on so many fronts in a couple of days' driving. The Adam turned out to be one of those nippy, firm-suspended little cars that's comfortable for hours. The Mokka diesel is refined, as much so as the 2.0-litre Insignia diesel in which photographer Stan Papior and I circled Europe a fortnight ago. But the big surprises were the old cars. The Chevette's handling was, even in modern terms, superb. The Cavaliers were much more modern and easy to drive than I expected. The Viva GT's ride was so supple that I'm seriously considering launching a 'Bring Back the 13in Wheel' campaign. It all served to make the point –

The big surprises were the old cars. The Chevette's handling was, even in modern terms, superb

without a syllable of blarney – that Vauxhall needs us to understand: these are good cars and have been for many years.

MONDAY

Into Geneva just in time to see Volkswagen's Passat be voted 2015 Car of the Year. This is the third year the decision has

been announced in Geneva, and the wisdom of the move was obvious: you can tell an event's going well when the TV cameramen start fighting one another for good locations.

Some were disappointed about the Passat's win, but it's an excellent car, and the man from VW made a heart-warming speech. It was obvious he and his colleagues knew this was the award that counted, out of the ever-expanding clutter of car-gongery, and it is.

TUESDAY

Snatched 15 minutes at the show with Renault design chief Laurens van den Acker, who has masterminded such a huge change in Renault's designs across the board, concentrating on human forms, that they now

And another thing...

Diary ready? Don't miss this year's Brooklands Double Twelve, a hotbed of old car action, to be held on the UK's first-ever purpose-built racetrack, just inside the M25, on 13-14 June.



Light-catching shape and colour make Captur stand out



eclipse everyone in Europe (my opinion). I've often wondered what Mercedes-Benz's cars would look like by now had Daimler hired this inspired Dutchman half a dozen years ago. LvdA gave me a phone pic he'd grabbed of a Captur parked in a Paris street (reproduced above) to show the enormous influence of correct colours and light-grabbing forms on modern cars.

WEDNESDAY

The wisdom of editor Jim Holder's decision to anchor our F1 season preview to an interview with Sky's expert summariser, Martin Brundle, was proved when I met the man in London for the story on p46 of this issue. I've interviewed him a few times before, over the years, and the delight of it is always that when you pose a question, Brundle treats it with a seriousness that persuades

you it's something he's never been asked to answer before. It was such a pleasure to talk for 87 minutes (on my watch) that Stan Papior stayed to the end after his shutter-pushing was complete after 20 minutes or so.

FRIDAY

My latest cock-eyed idea to find a cheap car to attack sprints and hillclimbs involves buying and improving a Mazda RX-8, the ingeniously packaged four-door coupé, powered by a 231bhp rotary engine, that you see in places like eBay at prices below £1000. I've consulted Wankel engine experts and found that – as with all Mazdas – the cars themselves are bulletproof, but the low prices result from the engine's propensity to break down. This does not have to be, say my advisors, if you treat them right. Much more on this (including their identities) when I've gathered the required info.

steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

QUICK FACTS

PRICE £45,000 (EST)
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Mercedes C450 AMG Estate

4.3.15, Faro, Portugal Can Mercedes' lower-order go-faster C-Class step out of the C63's shadow?

You could almost feel sorry for the Mercedes-Benz C450 AMG. It was launched at precisely the same venue and at precisely the same time as the Mercedes-AMG C63 saloon, driven in last week's issue. The two even shared the very same pages of Mercedes' technical presentation. It would be easy for the C450 to be completely overlooked in an orgy of oversteer while in the car and marketing-bumf scrolling while out of it. But that would be a shame.

Firstly, it would be a shame because the C450 AMG represents something more significant than just the arrival of another surprisingly fast C-Class. What it represents is one of a new breed of cars that will sit between the mainstream Mercedes-Benz range and the flat-out Mercedes-AMG derivatives. The new C450 AMG is, if you like, the equivalent of an Audi S4, sitting between the conventional A4 range and the über-hot RS4. Duplicate that across the Mercedes line-up and you

have an awful lot of new fast cars.

Secondly, it would be a shame because the C450 AMG happens to be a rather splendid car. No, it is not as outrageous as the C63, but it's not supposed to be. And don't think that it's only a trim level as a result of that, even though it's based on the AMG Line styling and equipment package. There are good, bespoke

AMG touches here. And for every downgrade from the C63 there's an alluring 'but' that comes with it.

Example: in place of the C63's 503bhp 4.0-litre V8, it's true that there's only a 3.0-litre twin-turbocharged V6. But we're still talking about a car with two turbos, with the same injectors, that makes 362bhp and a plump 384lb ft, the

The C450 Estate makes a good case for itself. It gives off an 'only car you'll ever need' vibe

Bringing up the rear

4MATIC IS, LIKE Audi's quattro, a generic term for any four-wheel drive systems used by Mercedes, but not all are the same. Transverse front-engined cars such as the A45 AMG are generally front-biased, with power shifting to the rear only when the fronts lose traction. On the C450, however, there's a permanent split.

On some Mercedes, the proportion is 45/55 per cent front to rear, but that wouldn't do for a car as sporting as the C450, so it's permanently split 33/67 front to rear. Individual braking on each wheel via the ESP system is also used to reduce the torque at any wheel that starts slipping.





Cabin's styling and equipment befit the C450's AMG designation, as does its less visible but still potent 362bhp twin-turbo 3.0-litre V6 engine



Seats are comfortable, while the stereo speakers pipe engine noise into the cabin; the C450's 4Matic system sends 67% of drive to the rear



latter produced from only 2000rpm.

The gearbox is a seven-speed torque converter automatic rather than the C63's sharper wet-clutch 'box, but it has AMG-like shift patterns. The suspension isn't the C63's, but there are carryover components and adaptive dampers with the same kind of variables as you'll find on the full C63, with dynamic settings that range from Comfort to Sport+. And the steering gets the same, more natural-feeling linear-speed rack as the C63, rather than the inferior variable-ratio set-up of the standard car.

And there's no rear-wheel-drive option. But? But the standard 4Matic four-wheel drive system sends 67% of power to the rear wheels, all of the time, so it has terrific traction yet a rear-biased handling balance.

All of which ought to make the C450 AMG a unique proposition. On paper, it appears to be sufficiently advanced from the rest of the C-Class range without making it a car that

treads on the C63's toes. Right?

So it proves. The interior is plush, the seats are comfortable. The engine is muted but purposeful at idle and low to middling speeds, where there's a small amount of turbo lag, but the C450 makes a good case for itself here. It's quiet, refined, swift and secure. It gives off an 'only car you'll ever need' vibe, particularly if it's the estate like our test car.

The ride, on the softer damper settings, is good, and even on the firmer ones it's acceptable. Tyres are 225/45 R18s at the front, with marginally wider 245/40 R18s at the rear. The composed ride, coupled with fine body control, makes the C450 a pleasing steer. It's a quick one, too. Mercedes claims 0-62mph in 5.0sec for the estate, which has an electronically limited top speed of 155mph. And that strikes me as plenty fast enough.

It's good fun using some of that potential, too. Work the engine and, AMG's engineers admit, the

stereo's loudspeakers augment some noise, in order to make the C450 do a better impression of a sports car. Despite a 1735kg kerb weight for the estate, the C450 does a fair job of pretending it's agile, too, turning crisply, gripping strongly and exiting corners with the kind of security that a good AWD system offers.

The gearshift is good. It's smoother in operation than the C63's much of the time, especially when manoeuvring, while the brakes are strong, on the road, at least.

We didn't try the C450 on a circuit, but I can't imagine that a single owner will, either; the C450's domain is any kind of road you want to throw at it, where you'll find that it's a composed, capable machine. It won't make it to the UK until mid-2016, because the 4Matic system needs to be modified for right-hand drive, but it'll be worth the wait. The C450 doesn't deserve to be overshadowed in any company.

MATT PRIOR



MERCEDES-BENZ C450 AMG ESTATE

Composed, capable and quick, and with just enough AMG input to make it feel special



Price	£45,000 (est)
Engine type	V6, 2996cc, twin-turbocharged, petrol
Power	362bhp at 5500-6000rpm
Torque	384lb ft at 2000-4200rpm
Gearbox	7-spd automatic
Kerb weight	1735kg
0-62mph	5.0sec
Top speed	155mph (limited)
Economy	36.7mpg (combined)
CO₂/tax band	180g/km, 31%

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Fiesta ST

Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta ST 1.6 EcoBoost (182PS): urban 35.8 (7.9), extra urban 58.9 (4.8), combined 47.9 (5.9). Official CO₂ emission 138g/km.

The mpg figures quoted are sourced from official EU-regulated test results are provided for comparability purposes and may not reflect your actual driving experience.

Vehicle shown is the Ford Fiesta ST2 in Molten Orange with ST Style Pack (colour and Pack available at additional cost).



Go Further

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Renault Mégane GT 220 Coupé

2.3.15, Surrey Warm three-door has Renaultsport's prints all over its engine, chassis and brakes

The Renault Mégane GT 220 is based on the existing GT Line TomTom but has more power and firmer suspension. The aim was to create something quicker and sharper to drive than the GT Line but easier to live with than the full-fat Mégane RS 275.

The GT 220 uses the same Renaultsport turbocharged 2.0-litre petrol engine as the 275, but it's detuned for 217bhp and 251lb ft of torque. In the process, it has become slightly more efficient. Combined fuel economy is now 38.7mpg and its CO₂ emissions are 169g/km.

Renault offers the GT 220 as a five-door hatchback, estate and, in this case, a three-door. They all have a more aggressive look, with deeper bumpers that incorporate a bigger air intake at the front and an aerodynamic diffuser at the rear. They also have dark grey door mirrors and 18in alloy wheels.

Even though this is a detuned engine, it's still a joyful thing. It

pulls well, sounds great and loves to rev, becoming particularly eager above 4000rpm. Indeed, the whole powertrain feels very well engineered. The gearbox's six ratios are spaced perfectly to keep the engine in its powerband, although the long throw of the gearlever takes the edge off the experience.

Renaultsport has improved the chassis and brakes. The steering has been recalibrated to work better with the new dampers and tyres that are specific to the GT 220. The brakes use bigger discs than the GT Line's and the same master cylinder as the 275 to give a more progressive feel.

It all adds up to a car that is a real delight on winding country lanes. The steering may not give much feedback, but it's accurate and well weighted. This gives you the confidence to push the chassis, and it rewards you by cornering with little body roll and offering lots of grip. There's no limited-slip differential, so you have to deploy the power

gently on damp roads to limit torque steer, but traction generally is good.

The front will wash wide if you push too hard, but a gentle lift of the throttle trims it back to your chosen line. Give it a real lift mid-corner and it will oversteer, although the ESP can't be fully disabled to exploit this.

The suspension isn't as harsh as the 275's, but there's no escaping that this car is set up for speed rather than comfort. Mostly, the ride is firm yet tolerable for a sporty offering, but the car gets bouncy over ridges and expansion joints, particularly at speed. There is also a fair amount of wind and road noise on the motorway, plus the engine spins at close to 3000rpm in top at 70mph.

The Mégane's cabin is acceptable rather than great. There are some nice touches, such as the aluminium pedals and polished carbonfibre finishes, but other than the soft-feel dashboard, there are lots of lower-grade materials.

There is plenty of space up front.

However, the reach-adjustable steering wheel doesn't extend far enough. The seating position is also relatively high, and the sports seats are quite narrow.

To drive, this car is as good as any warm offering out there. The problem is that its driving position and high-speed ride detract from what it was designed to be, which is a more usable version of the RS 275. Most pertinently, it's expensive, at £24,230, whereas the Ford Focus ST starts at £22,195 and the Seat Leon 180 FR can be had for £20,740.

That said, the Mégane GT 220 Coupé is available via online brokers from as little as £15,570. At that price, it's a steal and worth every penny.

JOHN HOWELL

RENAULT MEGANE GT 220 COUPE

Brilliant fun to drive, but flawed and difficult to justify if you're paying full price



Price	£24,230
Engine	4 cyls, 1998cc, turbo, petrol
Power	217bhp at 4750rpm
Torque	251lb ft at 2400rpm
Gearbox	6-spd manual
Kerb weight	1320kg
Top speed	149mph
0-60mph	7.9sec
Economy	38.7mpg (combined)
CO₂/tax band	169g/km, 28%



It entertains on a twisty road, with an engaging chassis and good grip; driving position is flawed, though, and trim feels ordinary



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MG3 Fuel consumption mpg (1/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

MG6 Fuel Consumption mpg (1/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown - MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

QUICK FACTS

PRICE £26,095
ON SALE APRIL

Mazda CX-5 2.2 Skyactiv-D 150

26.2.15, Barcelona Likeable SUV receives carefully targeted improvements as part of a facelift

Mazda has chosen to improve its already adept CX-5 SUV – its best-selling model in Europe – with a mid-life facelift. The aim is to keep it competitive in the hotly contested SUV market.

Externally, the updates include a new grille and LED foglights. The cabin gets higher-grade materials, plus extra sound deadening to improve refinement – until now, one of the CX-5's weaker points. There are also new features, such as an electronic parking brake and a new infotainment system, plus safety improvements in the form of a driver fatigue monitor, lane assist and front and rear collision prevention.

In best-selling front-wheel-drive, 148bhp 2.2-litre diesel form and with the optional six-speed automatic gearbox fitted, the CX-5 isn't particularly fast but offers adequate acceleration off the line and revs smoothly and freely all the way to the limiter. However, with plenty of low-down torque, it has all the

driveability required for everyday use without the need to stretch it.

Mazda is at pains to emphasise the additional soundproofing, which, it claims, reduces cabin noise by 13%. Road noise, albeit on well-surfaced Spanish asphalt, is noticeable but never overbearing. However, despite more aerodynamic door mirrors, there is still quite a lot of wind noise on the motorway.

Mazda has also tweaked the damping to improve the way the car rides. With 17in wheels fitted, the ride quality feels better than the old model's, whether you're driving in town or on the motorway.

For a tall SUV, the CX-5 still handles well, offering plenty of grip and relatively little body roll. The steering is well weighted and accurate, allowing you to place the car exactly where you want on the road, and the brakes remain strong even after repeated stops.

The CX-5 has a great driving position and all drivers should

be able to get comfortable. The seats are supportive, although the curved backrests tend to pinch your shoulders if you're of a broad build.

The dashboard retains the previous model's neat ergonomics. The centre console looks less congested with the new electronic parking brake instead of a traditional lever, and the move frees up space for the new multimedia system's rotary controller. The MMS can also be navigated via a bigger, 7.0in touchscreen, but it's easier to use the rotary controller while on the move.

Along with the rest of the interior upgrades, which include a proliferation of soft-touch materials and well-damped switches, the cabin now has a more high-end feel.

A key feature of the CX-5 has always been space. It still offers plenty and there is easily enough room to house four adults in comfort. A fifth adult will fit in the middle of the rear bench, but shoulder space will be tight.

The boot is also impressive, both for size and practicality. There's no loading lip and it'll take 503 litres with the rear seats in place, extending to 1620 litres with the seats folded to leave a flat floor.

This facelift keeps the CX-5 bang on terms with the class best, because it does so much so well. The subtle design changes give it a more elegant exterior plus a classier cabin, and the new technology makes it safer and easier to use.

On the road, it remains good to drive yet with a noticeable improvement in refinement, particularly when fitted with the excellent 148bhp diesel engine and slick automatic gearbox.

JOHN HOWELL

MAZDA CX-5 2.2 SKYACTIV-D 150 SE-L NAV AUTO

Builds on previous car's qualities with improved refinement and a better cabin. A real contender



Price	£26,095
Engine	4 cyls, 219cc, turbodiesel
Power	148bhp at 4500rpm
Torque	280lb ft at 1800-2600rpm
Gearbox	6-spdr automatic
Kerb weight	1410kg
Top speed	123mph
0-62mph	10.0sec
Economy	53.3mpg (combined)
CO ₂ /tax band	139g/km, 23%



Roomy cabin has a more upmarket feel and new multimedia set-up; the ride quality has improved but without harming its handling

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MAZDA

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

QUICK FACTS
PRICE £45,745
ON SALE NOW



BMW 435d xDrive Gran Coupé

4.3.15, Surrey Brawny diesel shove meets all-wheel drive traction in BMW's sleek four-door

We should start with some perspective. This BMW 435d xDrive Gran Coupé will hit 62mph in 4.8sec.

You thought a 435i was quick? This is 0.5sec quicker. In fact, the old E90 M3 only managed 4.7sec over the same measure.

Okay, the ripper sprint time is partly down to impressive traction from the on-demand xDrive four-wheel drive system of our diesel-engined, four-door compact executive coupé-cum-saloon. But whatever you like to call this particular niche, this top-end 4 Series Gran Coupé means to offer proper shock-and-awe performance, so consider the decent claimed average fuel economy of 50.4mpg on offer from the 3.0-litre straight six turbodiesel a mere bonus.

The four-wheel drive set-up does take the edge off the handling a touch compared with rear-wheel-drive 4 or 3 Series models. That's not to say that the front end doesn't feel

satisfyingly pointy, but the xDrive 4 Series does feel heavier in general and more inclined to understeer than the rear-drive equivalent.

The steering responses feel a bit inconsistent, and some might wish it had more bite around the straight-ahead even in the heavier Sport mode. You also get a fair amount of kickback, but those are the worst of this car's sins. By any standard, it makes for a really quite epic combination of leggy, relaxing cruiser and monstrously rapid and precise B-road weapon.

First, that powertrain. Blimey. We know from its use in other BMW models that it's got an embarrassment of torque in which you can wallow happily whether you're rolling about town or going for a seven-tenths strop, and it's all aided by a smooth-shifting eight-speed automatic gearbox.

It even steps up to the mark if you want to really stretch it out, with sharp gearshifts (although the

steering wheel paddles are slightly too small) and an engine that's happier to be revved out than most oil-burners.

The rear-biased active four-wheel drive system has its advantages, too. Sure, it dulls turn-in slightly, but it also delivers great traction off the line and stoic consistency to its responses even in poor conditions.

Ride comfort is generally good. Bigger potholes can be quite jarring, but most of the time the ride is settled and directional stability is outstanding, making this a relaxing long-distance cruiser. Our test car's winter tyres didn't do much for refinement, though, with a fair bit of road roar creeping into the cabin.

We're familiar with the 4 Series interior and all its pros and cons. The hatchback boot is much more useful than that of a 3 Series saloon, if less practical than a Touring's, and most adults will be fine in the back seats, although head room is tight due to the swooping roofline.

All objective measures say that a 335d xDrive Touring, which is almost £3000 cheaper than this 4 Series and yet more practical, makes more sense. Having said that, there is definitely something more desirable about the Gran Coupé, and there's no doubting that this rabid diesel is a mighty powertrain that, in its own way, is just as much fun to use as a really good petrol one.

If you want a diesel sports model and have got issues with the 3 Series' looks or image, or if you just fancy the swoopy-looking exclusivity of the 4 Series Gran Coupé, then this is a deeply impressive car that's about as good as fast, four-wheel-drive, four-door diesel executives get.

VICKY PARROTT

BMW 435D XDRIVE M SPORT GRAN COUPE

Handling a touch numbed by the four-wheel drive, otherwise about as good as hot diesel execs get



Price	£45,745
Engine	6 cyls, 2993cc, turbodiesel
Power	308bhp at 4400rpm
Torque	465lb ft at 1500-2500rpm
Gearbox	8-spd automatic
Kerb weight	1760kg
Top speed	155mph
0-62mph	4.8sec
Economy	50.4mpg (combined)
CO₂/tax band	49g/km, 22%



Diesel engine produces 308bhp and 465lb ft from its 3.0 litres; xDrive swaps some handling sharpness for surefooted traction





UPWARDLY MOBILE

Land Rover's new Discovery Sport is going to have to be very good to live with this company. So is it? **Lewis Kingston** reveals all

PHOTOGRAPHY STAN PAPIOR



Hmmm, I don't like the Land Rover Discovery Sport. That, at least, is all that occupies my mind for the first 30 minutes behind the wheel. This is supposed to be a new take on the Freelander, yet I'm confronted with an interior that looks and feels five years old. This pre-dated feel is reinforced with every turn of the four-cylinder diesel engine's crankshaft, too, its coarse nature betraying the fact that it is actually five years old. And all of this,

I idly muse, even though this is the newest and one of the more expensive options in its class.

After all, when you're attempting to muscle in on a market occupied by the likes of the BMW X3 – frequently regarded as one of the best mid-sized SUVs on sale – then you really need to push the boat out. Your car needs to be competitive in every aspect, if not exceptionally so, and offer several additional facets of reward in order to topple such heady competition.

The Discovery Sport doesn't →



← face competition just from Germany, however. These days, every manufacturer is in on the SUV game, exploiting what has rapidly developed into an incredibly lucrative sector. So, in order to find out whether the Land Rover really has what it takes to justify a place on your drive, we're pitching it at a broad spectrum of alternatives.

First to join the Discovery Sport just outside Swindon, prior to a cross-country trek that will put several hundred miles on the odometers of all here, is the Volvo XC60. It packs Volvo's frugal new D4 engine, which isn't offered with four-wheel drive yet, and is a quietly appealing car. It's also one that, in

most cases, wouldn't appear out of place parked nose to nose with the new Land Rover in the high-end residential areas frequently occupied by these cars.

Next into the starting blocks is the Hyundai Santa Fe. Like the Land Rover, it sports a diesel engine, four-wheel drive and seven seats. It may not have the badge or the off-road credentials, but what it majors on is value for money and ease of use.

Lastly, the main threat – the five-seat, four-wheel-drive X3 – rolls in. It's this that the Land Rover will have to work hardest to overcome, but that's not to say the other cars here are completely outgunned.

However, it's immediately

apparent that the Land Rover is the one getting the most attention. Although I'm not personally sold on the 'inflated Evoque' looks and the somewhat brash 'Discovery' badge on the nose, the Land Rover is unquestionably the most interesting to look at. Some of that interest from passers-by might be lost when you tell them how much it costs, though. This flagship HSE version, in Luxury specification, racks up the register at a wince-inducing £42,995. Compensation comes in the form of an equipment list that's as long as your arm, including pleasantries such as a stout 11-speaker stereo and heated and cooled front seats, but it still

feels a hefty price for a four-cylinder diesel SUV.

That said, the others may be cheaper at face value – the Volvo starts at £34,010 in automatic form, the Hyundai £35,430 and the BMW £35,370 – but rampage through the options list and it's not difficult to come within spitting distance of the Land Rover's price. The BMW and Volvo, as tested here, knock on the door of £40k and £44k respectively, leaving the £36k Santa Fe as the best value option in terms of toys per pound. Even if you do go box-ticking bonkers, though, you'll still struggle to match the Discovery Sport's vast battery of equipment and features.

Perhaps it's not entirely without

THE DISCOVERY QUICKLY TRANSPiRES TO LIVE UP TO



merit, then. There's still much that the Land Rover needs to do, though, in order to overcome its obvious foibles. So to fully establish what it's really like, we set out from Membury services and dive off into the countryside south of Swindon.

Here, the Discovery quickly transpires to live up to its 'Sport' moniker. The suspension is fairly stiff, the steering hefty and the intent clear. It's by no means a Porsche Macan, but this is an SUV – despite its size and apparent nature – that rewards the keen driver. Even though the roads are slick with a mixture of sleet, rain and mud, it retains an impressive amount of grip and turns in to corners in a precise, poised ➔



Practicality rather than class is the Land Rover's game

Perceived quality is high in the BMW, but its design is so-so



Volvo's XC60 has the most appealing-looking cabin here



Santa Fe offers easy everyday usability and is comfortable



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X3 is comfortable and more enjoyable to drive than the XC60



◀ fashion. It'll understeer predictably when pushed but, other than an initial light tip onto its outside wheel, it corners in a flat fashion. Wind it out across some sweeping country roads and it tackles everything you throw at it with aplomb, feeling eager and enjoyable rather than unsettled.

It's only the powertrain that takes the edge off the experience. The 2.2-litre diesel puts out 188bhp and 310lb ft, enabling 0-62mph in 8.9sec – not earth-shattering but more than enough for its class. Peak torque is generated from a low 1750rpm, so once the Discovery Sport is rolling, it surges along with aplomb. The engine isn't particularly quiet, though, and its vibrations occasionally intrude into the cabin.

The nine-speed automatic gearbox could be better as well. From a standing start, it'll hesitate to transmit drive, making it difficult to execute a prompt getaway. Additional throttle application results in nothing more than an even more vigorous take-off when it actually responds. You soon learn to drive around it, but it's still a disappointment. The consolation is that gearshifts are otherwise prompt and quick, even when commanded

manually via the paddles, and the engine pulls heartily enough through its rev range. Braking power is excellent, too, and easily judged.

Once up to cruising speed, the Discovery Sport's firm ride doesn't translate into discomfort. It lopes along with ease, in a settled fashion, and the quiet cabin makes longer trips easy to endure. There's a vast amount of space, too. The quality of the cabin is acceptable, but there are some easily marked plastics in places. It's functional and logical, rather than elegant and inspirational. There are foibles, though, such as a panoramic roof that doesn't extend

forward far enough to make much difference to front-seat occupants.

Unlike the terrain-following Land Rover, the BMW has much more compliant suspension that allows for a moderate amount of body movement. It feels softer, which, in conjunction with lighter steering, delivers a more cosseting feel. Our car was fitted with £650 worth of variable damper control, which allows for stiffer suspension when desired but still not to the extent of that found in the Discovery Sport. Regardless, many may find the X3 easier to get along with because of its less sharp nature. This is evident

in some of the specifications alone; the BMW's steering is 3.0 turns from lock to lock, whereas the Land Rover's is a more hyperactive 2.4. In Sport mode, the X3 will tighten up and corner faster than the Discovery Sport, but not in quite such a rewarding fashion.

The BMW may not be as exciting to drive as the Land Rover, but it does feature a much more competent powertrain. Its 2.0-litre diesel puts out 188bhp and 295lb ft, and although on paper that doesn't match the Land Rover on torque, it feels more eager at lower revs. This snappy response is bolstered further by the eight-speed automatic 'box, which rifles through its ratios in a suitably prompt fashion. It doesn't downshift as unnecessarily often as the Land Rover, but it does intermittently hang on to the gears for a little too long and labour the engine. The BMW's diesel isn't a particularly refined one, either, but it is a little less boomy than the Discovery Sport's powerplant.

Inside the BMW, there's masses of space, too, although it's purely a five-seater. The interior isn't as cohesive as the Land Rover's – it looks like a scaled-up 3 Series and doesn't quite fit the car correctly →

MANY MAY FIND THE X3 EASIER TO GET ALONG WITH BECAUSE OF ITS LESS SHARP NATURE



Discovery Sport is the first choice here for enthusiastic drivers, followed by the BMW; the Volvo is tidy enough but unremarkable; the Santa Fe is competent and well sorted



1	Land Rover Discovery Sport HSE Luxury	2	BMW X3 xDrive20d M Sport	3	Volvo XC60 D4 Geartronic SE Nav	4	Hyundai Santa Fe 2.2 CRDi Premium SE 4WD 7-seat auto
RATING	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★
Price	£42,995	£35,370	£34,010	£35,430	£34,010	£35,430	£35,430
0-62mph	8.9sec	8.1sec	8.5sec	10.1sec	8.5sec	10.1sec	10.1sec
Top speed	117mph	131mph	130mph	118mph	130mph	130mph	118mph
Economy	44.8mpg (combined)	54.3mpg (combined)	60.1mpg (combined)	41.5mpg (combined)	54.3mpg (combined)	60.1mpg (combined)	41.5mpg (combined)
CO₂ emissions	166g/km	138g/km	124g/km	178g/km	138g/km	124g/km	178g/km
Kerb weight	1863kg	1820kg	1935kg	2001kg	1820kg	1935kg	2001kg
Engine layout	4 cyls in line, 2179cc, turbodiesel	4 cyls in line, 1995cc, turbodiesel	4 cyls in line, 1969cc, turbodiesel	4 cyls in line, 2199cc, turbodiesel	4 cyls in line, 1969cc, turbodiesel	4 cyls in line, 2199cc, turbodiesel	4 cyls in line, 2199cc, turbodiesel
Installation	Front, transverse, 4WD	Front, longitudinal, 4WD	Front, transverse, FWD	Front, transverse, 4WD	Front, transverse, FWD	Front, transverse, 4WD	Front, transverse, 4WD
Power	188bhp at 3500rpm	188bhp at 4000rpm	178bhp at 4250rpm	194bhp at 3800rpm	188bhp at 4000rpm	178bhp at 4250rpm	194bhp at 3800rpm
Torque	310lb ft at 1750rpm	295lb ft at 1750-2500rpm	295lb ft at 1750-2500rpm	322lb ft at 1800-2500rpm	310lb ft at 1750-2500rpm	295lb ft at 1750-2500rpm	322lb ft at 1800-2500rpm
Power to weight	101bhp per tonne	103bhp per tonne	92bhp per tonne	97bhp per tonne	101bhp per tonne	103bhp per tonne	97bhp per tonne
Specific output	86bhp per litre	94bhp per litre	90bhp per litre	88bhp per litre	86bhp per litre	94bhp per litre	90bhp per litre
Compression ratio	15.8:1	16.5:1	15.8:1	16.1	15.8:1	16.5:1	16.1
Gearbox	9-spd automatic	8-spd automatic	8-spd automatic	6-spd automatic	8-spd automatic	8-spd automatic	6-spd automatic
Length	4599mm	4657mm	4644mm	4690mm	4644mm	4690mm	4690mm
Width	2173mm	2089mm	1891mm	1880mm	2089mm	1891mm	1880mm
Height	1724mm	1678mm	1713mm	1685mm	1724mm	1678mm	1685mm
Wheelbase	2741mm	2810mm	2774mm	2700mm	2741mm	2810mm	2700mm
Fuel tank	65 litres	67 litres	70 litres	64 litres	65 litres	67 litres	64 litres
Range	641 miles	798 miles	925 miles	584 miles	641 miles	798 miles	584 miles
Boot	479 litres	550 litres	490 litres	516 litres	479 litres	550 litres	516 litres
Front suspension	MacPherson struts, hydraulic rebound stops, anti-roll bar	Double-joint spring strut, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Independent, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Independent, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Brakes	325mm ventilated discs (f), 300mm solid discs (r)	325mm ventilated discs (f), 320mm ventilated discs (r)	328mm ventilated discs (f), 302mm ventilated discs (r)	320mm ventilated discs (f), 302mm solid discs (r)	325mm ventilated discs (f), 300mm solid discs (r)	328mm ventilated discs (f), 302mm ventilated discs (r)	320mm ventilated discs (f), 302mm solid discs (r)
Wheels	8Jx19in	7.5Jx17in	7.5Jx17in	7.5Jx19in	8Jx19in	7.5Jx17in	7.5Jx19in
Tyres	235/55 R19, Continental CrossContact LX Sport	225/60 R17, Pirelli Cinturato P7	235/65 R17, Michelin Latitude Sport	235/55 R19, Kumho Crugen Premium	235/55 R19, Continental CrossContact LX Sport	225/60 R17, Pirelli Cinturato P7	235/55 R19, Kumho Crugen Premium



THE LAND ROVER IS MORE EXCITING, INTERESTING AND

but the quality of the materials is generally very good. Its switchgear, particularly, feels delightfully well damped and securely fixed.

The XC60 outdoes both on the comfort and refinement front. It also has the most aurally gratifying diesel of the lot. The 178bhp, 295lb ft 2.0-litre motor delivers prompt, lively-feeling performance, too, unburdened by the frictional and weight penalties incurred by a four-wheel drive system.

However, the Volvo falls down in two places. Firstly, although the cabin is easily the most visually appealing of the cars here and front space is excellent, the rear is quite cramped. Secondly, there's not much to reward the driver. Although it damps out the bumps well and tolerates the curves adequately enough, there's little in the way

of feedback – and the harder you push, the more notably the flaws in its chassis become apparent. Unsettlingly, there's sometimes pronounced steering kickback in long, sweeping high-speed turns.

Its lack of four-wheel drive, in this specification at least, stunts its overall rating slightly, too. Accelerate with anything resembling vigour out of a vaguely damp junction and it'll easily overpower the front wheels. You'll also notice some torque-induced pull if you're driving at speed through corners as well. That said, the eight-speed Geartronic automatic works well, although shifts aren't executed as quickly as in the BMW or Land Rover.

So what of the Santa Fe, the last in the line? Well, truth be told, it does a very competent job. It rides in a pliant, supple fashion and exhibits no

unpleasant tendencies when pushed. The steering is devoid of feedback, admittedly, but its light weight makes manoeuvring easy. The Hyundai is the slowest car here, on paper, but it doesn't feel like it gives up much to the others in the real world – in part, thanks to a substantial 322lb ft at low revs from its 2.2-litre diesel. Its 194bhp diesel is a pleasantly quiet affair, too, and ideal for simply cruising around. Similarly, the six-speed automatic transmission operates in an unobtrusive fashion and, unlike the Discovery Sport, the Santa Fe will happily trundle away from junctions without hesitation.

Its interior isn't exciting or as well finished as the others here, but it feels durable. It's a shame the seats lack lower back support, though, because they can become tiring to sit in on longer trips. Outside of that, then,

the Hyundai majors on everyday usability. It's spacious, well equipped and immensely easy to drive. But although it has its strong points, it's the most amorphous car within this group and it doesn't leave much of a lasting impression.

It's worth making a note that the Discovery Sport is not a particularly efficient mode of transport, averaging 33mpg during our test against a claimed 44.8mpg. Its rivals, which are claimed to average between 52.3 and 60.1mpg, returned closer to 40mpg without effort.

We pitch back onto the motorway, heading towards the centre of Weston-super-Mare before hitting its fine beaches to conclude our test. It's at this point that, despite my initial reservations and after having spent some four hours behind the wheel of the Discovery Sport, I realise



XC60 is a refined, eager performer; the Sport sounds gruff



Discovery Sport is roomy and there's another row behind



Five-seat-only BMW offers spacious rear accommodation



XC60 also has only five seats, but its rear row is cramped



Santa Fe has seven seats and its middle row is pretty roomy

DESIRABLE THAN THE REST

I'm enjoying driving it. Compared with the other cars here, it's more exciting, interesting and desirable, and by such an extent that its foibles eventually pale into comparative insignificance. Furthermore, it's the Land Rover that feels like it could conquer a mountain, and that's what many look for in an SUV, regardless of whether they'll ever venture off the beaten path.

The BMW is unquestionably an impressive piece of machinery, but it lacks the Discovery Sport's on-road verve and practical edge, landing it in second place. It does offer a more relaxed, rounded performance, but the Land Rover transpires to be the kind of car that you step out of and, with a glance backwards, quietly wish you could continue driving onwards in. For a four-cylinder diesel SUV, that's an impressive feat.

In third place is the Volvo. It has its charms, such as its quiet cabin, but its chassis leaves it trailing in the wake of the Discovery Sport and X3. Similarly, the Santa Fe is not devoid of appeal, but it lacks the desirability and luxury feel necessary to come out on top here. Consequently, it finishes last, but even to be in competition with such strong rivals shows how commendable a car it is.

Unless you absolutely, positively must have the newest car on the block, however, you'd be advised against buying a Discovery Sport now, because the new, modern Ingenium engines are due soon. Their fitment will hopefully combat the Land Rover's lack of mechanical refinement, unimpressive fuel economy and occasionally sluggish responses. Onwards and, aptly for a Land Rover, upwards. **A**

THE GENERATION



Mortefontaine, just north of Paris, 17 February. It's the annual European Car of the Year (COTY) test event, with nearly every member of the 58-strong jury, representing 22 countries, gathered at the CERAM motor industry test facility to try out this year's seven-car ranges shortlisted for COTY 2015 and pick a winner.

This year, however, there's an eighth model, a car that doesn't have to beat any rivals, because it already has. It's a Rover 2000, the first car to be crowned Car of the Year, and it has returned to demonstrate just how much has changed – and how little – since the award began in 1964.

In the 11 October 1963 issue, Autocar in its road test rated the Rover 2000 as "one of the outstanding cars of the decade". There were many reasons for this, mostly centred around technical innovation, plentiful safety features (including four-wheel disc brakes), a feeling of quality, tenacious roadholding and a remarkable ride.

Such attributes are just as important today, although the new-century emphasis on fuel economy and emissions didn't worry the judges so much back in 1964. Nor did panel gaps as wide as your little finger, the result of cladding a rigid base unit with entirely bolt-on skin panels.

The idea was to drive a Rover →



No Rover 2000 is complete without it

ON GAME

The first European Car of the Year was the Rover 2000. Today, 51 years on, can it still teach the current crop a thing or two? **John Simister** finds out

PHOTOGRAPHY MATT HOWELL





Tony Verhelle, Belgium: "Cobblestones? What cobblestones? I didn't feel them"



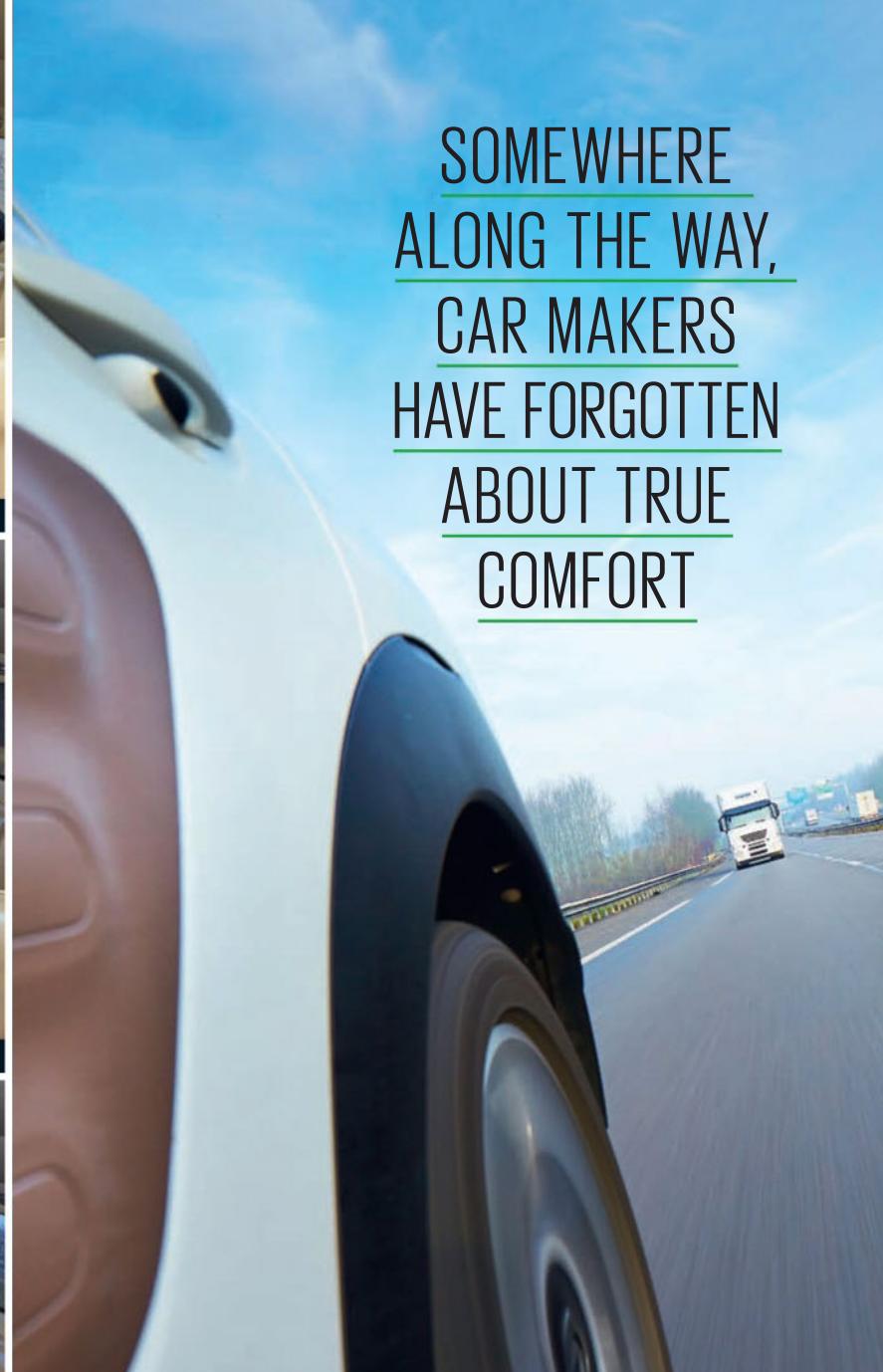
Peter Ruch, Switzerland: "The dash is much more charismatic than a modern car's"



Hakan Matson, Sweden: "I love this steering wheel, and I'm sitting very comfortably"



Jaco Bijlsma, the Netherlands: "The visibility is much better than in a new car"



SOMEWHERE
ALONG THE WAY,
CAR MAKERS
HAVE FORGOTTEN
ABOUT TRUE
COMFORT

← 2000 to CERAM, get several judges from several countries to make some sage observations about the state of half a century's progress, remind myself of the attributes of this year's crop (I, like Messrs Prior and Frankel, am among the UK's six judges) and drive it home again. With luck, the Rover would continue to function for the full 750-mile round trip.

First, though, I needed a Rover, preferably a Series One, single-carburettor, manual-transmission version as per the 1964 winner. P6-model Rovers in this primordial form are scarce nowadays. The obvious thing would be to find a keen owners' club member, but where's the commitment in that? So I found myself buying one, taking the view that at least one British COTY judge should own the first winner, given that it was British.

I found it in Leyland, Lancashire, which seemed a good omen. It was bought new in April 1967 by a retired aeronautical engineer in Gerrard's Cross, Bucks, and he sold it 15 years

later to his Lancs-based nephew. Sadly, the nephew died last year, so the family, with heavy hearts, put the Rover up for sale. It has had paint but has seemingly never been restored, nor even welded, during its 76,000 miles, and it came with an impressive stash of spares. After a few weekends' pleasurable fettling, it was ready for its cross-Channel adventure. Via P&O ferry, of course. The tunnel would have been quite wrong for the 1960s vibe.

You daren't cruise beyond the legal 81mph limit in France nowadays, a speed at which the 48-year-old Rover seems quite happy. The Autocar test said the engine becomes busy if pressed hard above 4000rpm, and nothing has changed there, but "on the high top gear it hums along easily and contentedly at anything up to 90mph or so". Top whack was 102.5mph, with 60mph arriving 15.1sec after a standing start. By today's standards, the acceleration is very gentle despite the overhead-camshaft engine's healthy 90bhp.

At the test event, 52 judges (six



Of the seven finalists, the VW Passat was named 2015 winner

couldn't make it) have 51 cars to test, including the Rover. First to take the backward time travel is Tony Verhelle from AutoGids magazine in Belgium. I'll luxuriate in one of the Rover's two individual, leather-trimmed rear seats while Verhelle drives the track and photographer Matt snaps from the front passenger seat. We're heading for the first chicane of several.

"This is a big steering wheel," he observes. "It makes it feel like an old car, but the gearchange is good and so are the brakes." More bends. "Yes, the handling is good. It inspires confidence." And how does it cope with the cobblestoned section? "What cobblestones? I didn't feel them."

Back at base, Verhelle considers what 50 years of development have achieved. "There's much less in the way of assistance and driver aids here, but this car drives more comfortably than most modern cars. I have a 1954 Citroën 2CV and today I'm angry with Citroën. They have lost their big attribute: a comfortable ride."

Next up, Zsolt Csikos from

Hungarian website Totalcar.hu. "It has a good turning circle," he remarks as we thread our way past a sea of shortlisters. Into the first bend, with enthusiasm. "There's a lot of body roll, but the steering is nice and fluid and it weights up the right amount. I love the gearbox with its very short movements, and there's lots of torque."

A few corners later, we're at the cobbles again. "There are no rattles at all. This suspension is incredible, and the seats are comfortable in the way French ones used to be. I'm really overwhelmed."

There's a theme developing here: somewhere along the way, car makers have forgotten about true comfort while chasing 'sportier' handling. Yet the Rover, for all its body roll, is beautifully damped and very grippy. Now it's the turn of Hakan Matson from Sweden. He writes for Dagens Industri and is the COTY president.

"It's amazing how they fit the airbag into that small space," he observes, pointing at the centre of the slender, almost skeletal steering

wheel. "I love this wheel, and there's plenty of room. I'm sitting very comfortably."

"So much has happened since this car, but the new ones are still just a box on four wheels, still recognisably the same idea. Look at the wide, open dashboard on the Citroën Cactus, and the rectangular design motifs. It's the same as in this Rover, really. I like the comfort of this car, and the details such as the markers on the sidelights, illuminated at night, so you can see the corners of the car."

Peter Ruch from Switzerland is next. He masterminds Automobil Revue, that indispensable catalogue of all the world's cars published at every Geneva motor show. He knows the Rover P6 a little, having driven a 3500 V8 version, and he takes to this 2000 straight away with impressive smoothness and flow. A BMW 2-series Active Tourer passes us. "So now we're going to chase him," says Ruch with a worrying grin.

"This steering is more like a ship's, and there's a little bit of body

roll and lots of understeer, but it's comfortable and a good cruiser. It doesn't feel 50 years old. This dashboard is much more charismatic than a modern car's. There was much more creativity back then."

"Today you are driven. In this you are driving, so you concentrate much more."

Finally, it's Jaco Bijlsma from Auto Visie in the Netherlands, the magazine that came up with the original COTY idea. "It has proper steering feel, and it's less loose than I expected. And it's a very nice design visually. Obviously, the safety, refinement and ergonomics aren't as good as they are now, but this was very technically advanced for its time and the visibility is much better than in a new car. I like it."

Comfort, driving involvement, the view out... not all progress over the past 50 years has been in a forward direction, it seems. And if history had taken a slightly different course, maybe Rover would still be in the top league of premium car makers. **A**





FAST TALKER

When Martin Brundle talks about Formula 1, everyone listens. **Steve Cropley** quizzes him about what the 2015 season holds for us

PHOTOGRAPHY STAN PAPIOR, LAT



Despite the pretensions of the 20 top racing drivers who will line up on Melbourne's Formula 1 grid in a few days' time, for around five million of us who will watch it on TV, enjoyment of the 2015 season's first grand prix will depend heavily on the efforts of a grand prix driver from a different era.

Martin Brundle gave up racing in F1 at the end of 1996, having raced both Michael Schumacher and Ayrton Senna wheel to wheel in the course of a 12-year career, but he has since become a lot more famous as the country's foremost F1 TV pundit. His secret weapon is an ability to describe things in a way that appeals to the sofa crowd, with injections of know-how that could only have come from F1's inner sanctum. In 2009, these skills led

The Times to describe Brundle as "the greatest TV analyst in this or any other sport".

Those who know him say a media career always beckoned. He started receiving offers even before he stopped driving, joined ITV as soon as he retired and learnt the job alongside doyen Murray Walker. "It was like having Pele teaching you to kick a football," he says. When the BBC won back the F1 franchise in 2009, he followed. Then in 2012, it became bizarrely clear that the Beeb would no longer broadcast every race, so Brundle joined Sky, because he couldn't bear to miss any action.

Nowadays, he reinforces his deep knowledge of F1 by regularly driving the cars for TV features, honing his skills in sportscar races and visiting the gym often enough to be sure he can fit into F1's confined cockpits. The day we met in London, →

Martin Brundle was capable of leading Schumacher home





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Alonso and Dennis (above left) are back together and Brundle (below) thinks the McLaren-Honda (left) will challenge for the podium this year; Bottas (above) is a hard grafta

he'd been to Silverstone for a Force India seat fitting and a session on the simulator, and was berating himself for being 2.6sec slower than Nico Hülkenberg, who brought the car home sixth in the season's last race. (Even for a capable club racer, the margin would have been 10 times as great). Once Brundle has sampled the Force India's Mercedes engine, he'll have driven modern F1 cars with Renault, Mercedes and Ferrari engines, one of the very few to do so.

Back in 1997, Brundle pioneered the famous 'grid walk', a risk-laden dash with a cameraman through the pre-race throng to see how many stars he could interview before they stepped into their cars. He regards this TV high-wire act as a decent substitute for the adrenalin rush of racing – which he still misses – but strenuously denies that the person you see on the small screen is the true Martin. "He's my alter ego," he says. "Butting into conversations and pushing people aside really isn't me. But we're live for nine minutes and you really don't have any alternative – especially since there are now so many other TV crews doing the same thing."

Brundle can't wait for the new season to start, despite the fact that it now runs to 20 races and

'I'M GIVING UP FORECASTS. I'D NEVER HAVE SAID ALONSO WOULD WORK FOR RON DENNIS AGAIN'

leaves little respite. The eternal appeal, he says, is that there are always fresh questions to be answered. We settle down in the foyer of his London pad to discuss some – starting with the prospects of the British driver who doesn't need a surname. Will this be Jenson's last year?

"I wouldn't say so," says Brundle, "although it could be if things don't go well. He's still a very good racing driver, which he proved again in 2014. Talking to his gang and watching his body language, there seemed a real chance he would leave – and then he didn't. But after what's happened, I'm giving up forecasts. For instance, I'd never have said Fernando Alonso would work for Ron Dennis again..."

This raises another discussion point: can McLaren-Honda succeed in 2015? The heritage is with them, surely. And Alonso has the necessary skills, even though he'll miss the first race due to the after-effects of a testing crash.

"Giving your car a famous name doesn't make it fast," says Brundle. "McLaren's chassis wasn't great last year, so they've got to improve that. And Honda has a lot of catching up to do. They've had a nightmare so far. You'd have to back them to get it right, although estimating →



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997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
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PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

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'500' 4.7 BI-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 BI-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420/450 CDi V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
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ntander

the ramp-up is tough. But I still wouldn't be surprised to see a McLaren-Honda threatening the podium this year."

What about Alonso at McLaren? Brundle won't place a bet on that. "He's an extraordinary driver, but he's also a difficult character. Look how he's departed from teams. He's often engineered his own difficulties. In a way, you've got to feel sorry for him, though. He should have won the championship that first time at McLaren. And there were two near-misses at Ferrari."

"But sooner or later, a driver has to take responsibility for what happens. You can't keep saying they've given you a bad car. Look at Schumacher: he motivated the talented group around him, and together they delivered all those championships. He even had a flat inside Fiorano so he could work longer days."

Do any of the current crop work as hard as Schuey did, I wonder. "Probably not," says Brundle, after several seconds. "Mind you, everyone works hard. [Nico] Rosberg is pretty well plugged in at Mercedes, and I'll bet you Valtteri Bottas is in the factory most days. But what Michael did was special. He knew the wives' and kids' names. He appreciated how much F1 mechanics give up to go

'SEBASTIAN VETTEL CONFUSES ME MOST. HE JUST CAN'T SEEM TO HANDLE THE NEW F1 CARS'



Vettel (left) has "been a bit like a spoiled child" about the changes to the new F1 cars, reckons Brundle, and 2014 Red Bull team-mate Ricciardo (below) "well and truly kicked his backside" last season; Rosberg (above) "will find it harder this year"



racing. Yet he managed not to get too close. In the end, it's victories you want, not 600 new friends."

We move to the Sebastian Vettel question, with all its confusions. How did Daniel Ricciardo, a relative newcomer, come to beat the four-time champ all season? Does that mean Vettel's 2010-2013 successes weren't as good as we thought?

"In 18 years of commenting," says Brundle, "the person who confuses me most is Sebastian Vettel. He just can't seem to handle the new F1 cars. It's not that he's a poor driver. On Fridays before races, I always stand beside the track, and in his four championship years I know what I saw and it was extraordinary. I could close my eyes as the car went through a corner and know it was Vettel. In the era of blown diffusers and massive downforce, he carried speed into corners brilliantly."

"But he has different tools now. And he's been a bit like a spoiled child about it. He started moaning early last year and he's still doing it, which is disappointing. The rules are the same for everyone – and it's not such a bad job, is it?"

Brundle reckons disaffection with the rules led Vettel to change to Ferrari. "He wasn't enjoying the car and reckoned the Renault engine might have difficulties for another year. Along came Daniel →



'HAMILTON WILL KNOW HE HAS TO BE AT THE TOP OF HIS GAME TO BEAT ROSBERG. BUT IF HE IS, HE WILL'

← Ricciardo with his let's-push-the-throttle-and-see-what-happens mindset and well and truly kicked Seb's backside. Vettel didn't have an answer, so he took the Ferrari opportunity. Another bad season and his value would have gone down further."

Next we consider Hamilton and Rosberg, so nearly equal in 2014. Will Lewis's victory affect the closeness of the competition? Brundle is sure it will. "I believe Nico will find it harder this year," he says. "He held the championship in the palm of his hand, then lost it. He'll reflect on that. What's more, he never passed Lewis and made it stick all season.

"The body language also tells you plenty. At one race this year, the drivers were taken around the circuit in old cars. When Nico came out, there was a bit of a kerfuffle. Then Lewis appeared and there was a massive roar. Nico can't have missed the difference. I know what that feels like. At Benetton in '92, I'd just beaten Schumacher in qualifying, but back at the motorhome I had to push my way through journalists waiting to see my German team-mate. That sort of thing does your head in. Hamilton will know he has to be at the top of his game to beat Rosberg. But if he is, he will."

Brundle's love affair with F1 certainly doesn't

**2015 FIA FORMULA 1
WORLD CHAMPIONSHIP**

15 March	Australia
29 March	Malaysia
12 April	China
19 April	Bahrain
10 May	Spain
24 May	Monaco
7 June	Canada
21 June	Austria
5 July	Britain
19 July	Germany
26 July	Hungary
23 August	Belgium
6 September	Italy
20 September	Singapore
27 September	Japan
11 October	Russia
25 October	United States
1 November	Mexico
15 November	Brazil
29 November	Abu Dhabi



mean he's uncritical. Willingness to state his concerns about the sport is another reason why the audience identifies with him. He wishes Bernie Ecclestone would step back and be more presidential, because the leadership job is now too big for one man. He's worried about the cost of competing, because it prevents the emergence of new teams. He'd like to see F1's earnings better distributed, because the present 20-car field (half are paid drives) means far fewer opportunities for fledgling drivers than in his day. In 1989, he points out, there were 38 cars on the grid. And he wishes technology would go faster in some areas. Why, for instance, do F1 cars still run 13in wheels?

However, on the big technical question, today's hybrid powertrains, Brundle is broadly positive. "We've allowed costs to run away and we've made the engines too quiet, but I still think we were right to do it. The cars would otherwise have become dinosaurs. Honda wouldn't have come in, Renault would have left. Mercedes would have no one to race and would leave. We'd be back to Ferrari racing a bunch of Cosworths and Judds. Some people reckon those were the golden days, but they're quite wrong. For four years, we've had the most exciting races ever. Let's have more of the same." □



Hamilton (left) enters the new season with a mental advantage over teammate Rosberg, Brundle thinks; Lotus (above) has swapped to Merc engines but Sauber (below) sticks with Ferrari



BRUNELLE ON DRIVING TODAY'S F1 CARS



IF YOU'RE IN a good F1 car, you'll know it by the time you're halfway around your out lap, says Martin Brundle. Everything just comes together. You'll feel the difference in driveability between the best and worst cars in that time, too. "I'll bet the Merc-engined Force India is going to be silky smooth," Brundle says, "as soon as it leaves the pitlane."

Not that modern F1 cars are easy to drive. "The combined torque of the electric motors and the turbo kicking in makes them resemble the turbo cars of the '80s," says Brundle, "even down to the 11,000rpm gearchange points. You're allowed 15,000rpm today, but you tend to change at

around 11,000 to keep control of fuel consumption.

"Quite a lot of drivers find them difficult. They've come from karting on super-sticky tyres, then probably moved to GP2, where you have mega-grip and not a lot of power. The technique with one of those is to get the nose into the corner, then slam the throttle down.

"But in today's F1 cars, you have to learn to squeeze the accelerator. You have to control the car right through a corner, and you're still controlling it when the corner's 100 metres behind. Some drivers don't like that, because they've never had to do it, but the best of them – like Lewis [Hamilton] and Fernando [Alonso] – can acclimatise."

GAME CHANGING LUXURY

THE HYPER-LUXURIOUS NEW MODEL THAT'S PERFECT FOR FLEETS



For a big chunk of company-car users, lavishly equipped yet practical, electric motoring in a full-sized SUV with no range anxiety sounds like a dream. That's exactly what it was before the Mitsubishi Outlander PHEV. The Outlander PHEV's designed-in ability to make big battery packs 'disappear' gave it the space and utility of a full-sized SUV alongside running costs that shame the tiniest city car.

Now, the range has expanded with a new super-luxurious GX5h model. It maximises a company-car user's options, combining the highest possible specification with the smooth, quiet, and surprisingly rapid performance of an EV... all with the cruising range of a normal car.

Externally, subtle changes include LED front fog lamps, daytime running lights, side steps and a rear spoiler. Inside you're looking at the

"IT MAXIMISES FLEET-CAR OPTIONS WITH QUIET, RAPID EV PERFORMANCE – AND HUGE RANGE"

most lavish, opulent Mitsubishi ever built. For starters there's a premium leather interior, available in claret red, porcelain beige and gunmetal grey – complete with sumptuous extra padding. There's a 420W Alpine DAB audio system with a digital sound processor specifically tuned for the Outlander's interior. And enhanced LED lighting in cool blue and twin USB charge-points in the rear augment the already massive specification.

The Outlander PHEV drives with a high degree of comfort, safety and power. And thanks to the low, central position of the main drive battery, it handles well too.

Being a Mitsubishi, it's a proper off-roader running a Super-All Wheel Control (S-AWC) permanent 4WD system with a lock mode for the really gooey stuff. Towing capacity is 1,500kg and it has an enormous 463-litre cargo volume.

Most electric vehicles and hybrids are expensive, even after the £5,000 Government Plug-In Car Grant. But this carries no EV/hybrid premium, and you don't have to search out specialists to service the PHEV either. Any Mitsubishi dealer will do. It's easy to see why Outlander PHEV is Britain's biggest-selling plug-in hybrid. What's harder to see is why you'd want anything else as a company car.

A FEW OUTLANDER PHEV FACTS...

PRICE: FROM £28,249 (POST-£5,000 PLUG-IN CAR GRANT)



HOW DOES MITSUBISHI'S PHEV WORK?

For almost all everyday needs, the Outlander PHEV performs purely as an electric vehicle. And as long as there's sufficient charge in the batteries, the electric motors will work on their own up to 75mph. From a full charge, which takes only 3-4 hours, the Outlander PHEV will run for up to 32 miles. It can rapid charge to 80% in just 30 minutes, too.

For longer trips, the light, efficient 2.0-litre petrol engine kicks in to recharge the battery or to supplement the electric motors by delivering direct power to the wheels.

Best of all, the car automatically chooses the most efficient mode – and as long as there's petrol in the tank, you'll never run out of juice.



WHAT ABOUT PHEV RUNNING COSTS?

On the road, the official fuel consumption is 148mpg. If your total commute is less than 30 miles, or if it's less than that one way and there's a charging point near your work, you might hardly ever use the petrol engine.

But the *really* interesting stats are on tax. The benefit-in-kind and fuel-card tax rating is just 5%, next to 25% or more for similarly-sized diesel SUVs. That's a typical annual saving for 40% taxpayers of up to £3,500 without a fuel card, or nearly £6,000 if they have one. It's even exempt from the London Congestion Charge. For businesses there's 100% Capital Allowance first year write-down, plus lower national insurance contributions and running costs.

	Mitsubishi Outlander	Honda CR-V	BMW X3	Audi Q5	Mercedes E-Class
Cost of the car – P11d value	£37,899	£33,605	£39,860	£38,235	£36,765
Government grant reduction	£5,000	£0	£0	£0	£0
Adjusted final price	£32,899	£33,605	£39,860	£38,235	£36,765
CO ₂ emissions (g/km)	44	180	156	159	129
Benefit in kind rate	5%	32%	27%	27%	21%
Vehicle benefit charge without fuel provided	£758	£4,301	£4,305	£4,129	£3,088
Tax saving per year without fuel (40% taxpayer)	-	-£3,543	-£3,547	-£3,371	-£2,330
Vehicle benefit charge with fuel provided	£1,192	£7,079	£6,648	£6,473	£4,911
Tax saving per year with fuel (40% taxpayer)	-	-£5,887	-£5,457	-£5,281	-£3,719

BENEFIT IN KIND TAX RATE: 5%

VEHICLE EXCISE DUTY: £0

LONDON CONGESTION CHARGE: £0

Nissan Juke

Nissan attempts to sharpen up the hot version of its baby crossover

MODEL TESTED Nismo RS

- Price £21,650
- Power 215bhp
- Torque 207lb ft
- 0-60mph 7.5sec
- 30-70mph in fourth 10.2sec
- Fuel economy 34.3mpg
- CO₂ emissions 129g/km
- 70-0mph 57.5m

WE LIKE Incongruous performance appeal ■ A bit more usable than rivals ■ Well equipped



PHOTOGRAPHY STAN PAPIOR

● Arguably the most noticeable feature of what is an incredibly light restyle is the shape of the headlights, which now get the distinctive tick design common to all new Jukes.

● You'd probably have to be a Nissan employee to notice, but this latest model wears the manufacturer's latest grille design.

● The alloys stay the same for the RS, but the difference between models is advertised by these exclusive red brake calipers.

● The Nismo has always featured red door mirrors to match the piping on its bodywork, although the integrated indicators are a new range addition.

The Nissan Juke was made by – and for – people with a healthy disdain for convention. Five years after its launch and following a significant facelift, this car remains the most daring and esoteric in the class that it founded. That's no small achievement.

Drive a Juke for any length of time and you'll conclude that it doesn't exist to be practical, comfortable or dual-purpose capable, nor particularly stylish or sporty. It exists to be different – visually characterful and little more. And while the Juke's direct rivals have filtered into their

variously more straightforward roles on the periphery of the class, that identity has only become clearer. Most who buy a Juke probably wouldn't feel the need to explain themselves in any more complicated a way than by saying: "I fancied one." It's what marketing departments like to call 'emotional appeal'.

Furthermore, 'emotional' cars are the ones that lend themselves best to performance makeovers, because they're that little bit more exciting from the word go. An engineer might disagree, but in most modern car companies engineers do what



The Juke was launched five years ago

they're told – usually by designers, marketers or corporate strategists.

That is how it came to pass that, in 2013, Nissan introduced its new factory performance brand to the UK with the Juke Nismo. This

performance crossover was a punt – but quite a clever one. A likeable enough thing as long as it wasn't taken or driven too seriously, it was pitched at the more usability-minded end of the hot hatch market. It has proved popular, accounting for three per cent of the Juke's 130,000-unit annual European production volume.

So to today's question: can the Juke Nismo's cutting edge be sharpened further? Now that the appetite for a fast Juke is established, can the hardware be turned into something of greater purpose and credibility? Step forward the Juke Nismo RS.

WE DON'T LIKE Inflexible engine ■ Hyperactive, overcooked suspension ■ Heinous shortage of traction

DESIGN AND ENGINEERING



Surprisingly few visual differences set the Nismo RS apart from its non-RS forerunner. As part of last year's facelift, all Jukes received a more prominent 'V' radiator grille, new upper headlights with LED running lights and new tail-lights, while upper-trim models also got new door mirrors with indicator repeaters.

But those changes, plus some discreet RS badges and red brake



● Like the headlights, the rear light clusters are new. In this case, though, the tweaks are more about introducing clear lenses for the indicators than altering the shape.



● Nissan claims better fettling of the airflow from the rear spoiler. It is certainly more than you'd suspect the Nismo's diffuser is doing down below.



● There's no change to the Nismo's flared sills, which do a decent job of distinguishing its grunter nature from the stock Juke's fittings.



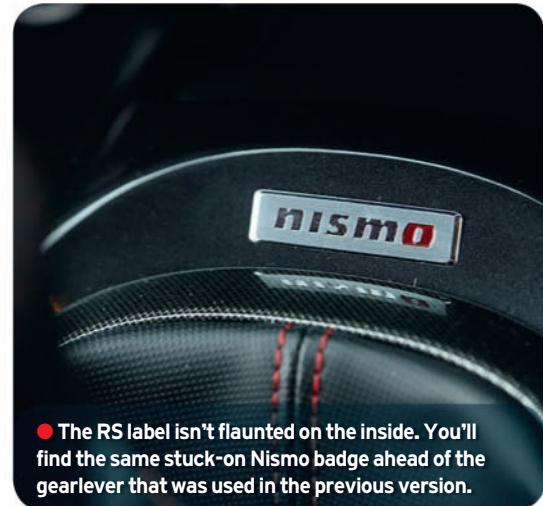
● There's just a single tailpipe for the RS, as it was for the car's predecessor, although it's shinier and slightly more conspicuous than the standard Juke's exhaust.



● Call us easily pleased, but we're suckers for anything wrapped in suede. It's a shame that the cabin doesn't get more of it.



● Hit 'climate' for blower controls, or 'D-mode' for G-force meters and such. Simple, but the screen is too distant.



● The RS label isn't flaunted on the inside. You'll find the same stuck-on Nismo badge ahead of the gearlever that was used in the previous version.



MULTIMEDIA SYSTEM

The RS features Nissan's current infotainment system, which, by and large, is a good thing. It's hardly in the Apple OS X Yosemite sphere of inventiveness, but by opting for easy-to-understand shortcut buttons and menus that err towards simplicity, it rarely leaves you confounded.

Our enthusiasm for touchscreens is fast fading, and the comparatively small size of the display

doesn't help when it comes to providing big buttons at which to stab a finger, but with a physical dial for zooming in and out of the sat-nav map, we were generally contented.

Most everything you'd need – Bluetooth and DAB tuner included – comes as standard on the RS. There's even a CD player thrown in, just in case you wondered what it would feel like to drive a modern-day Nissan in the late 1990s.

← calipers, really are all there is to speak of. Nissan says there's a bigger exhaust muffler on the RS, but we'll have to take their word for it, because the tailpipe is identical. The new car even uses the same paint palette, wheels and tyres as the Nismo. We can't help thinking an RS model should be better distinguished.

Where you can't see it, Nissan has added structural reinforcements – mostly along the transmission tunnel and pillars – to modestly enhance the Juke's rigidity. The 1.6-litre DIG-T petrol engine has also been overhauled, and it now produces 215bhp and 207lb ft – 18bhp and 23lb ft gains on what it made in the old Nismo, and just enough to position this car among the fiercest hot superminis of the moment.

The powertrain is augmented with a dual-mass flywheel, a stronger clutch and shorter intermediate gear ratios, while the changes to the chassis consist of stiffer springs and dampers and bigger anti-roll bars. The suspension and steering are otherwise the same: MacPherson struts at the front and a torsion beam at the back, with electro-mechanical power steering. The latter has been

retuned to account for a certain other interesting addition: on the front axle of two-wheel-drive versions of the Nismo RS, you'll find a new helical limited-slip differential.

We're testing the front-driver, but, just as you could with the Nismo, you can have a four-wheel-drive Nismo RS if you prefer. If you do, you'll get independent rear suspension and a slightly larger fuel tank. But you'll also have to put up with a stepped 'Xtronic' continuously variable transmission with shift paddles, a smaller boot, a greater thirst for fuel, output downgrades to 211bhp and 184lb ft, and a car that takes a full second longer to hit 62mph from rest. All of which seems a rough deal for customers wanting four-wheel drive or the convenience of a two-pedal driving experience and willing to pay Nissan's hefty £2100 premium.

INTERIOR



Next to your common or garden hot supermini, which requires a spot of rear end freefall in order to get in, the high hip point of the Nismo RS →

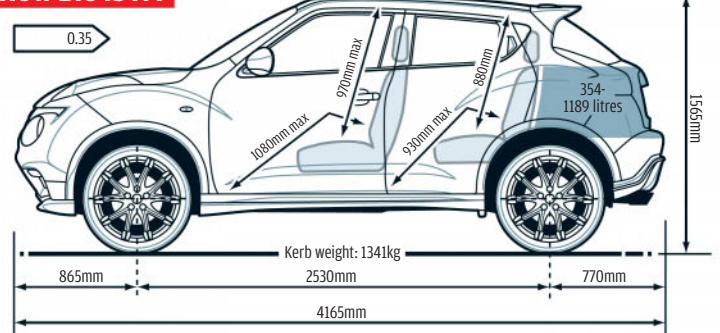


● Optional Recaro seats stick out like a sore thumb here. Keep your ticks for other items and settle for the Nismo's standard – but very good – sports seats.



● The camera doesn't lie here. The Juke isn't capacious enough for families with adult-sized offspring, but it accommodates children well enough.

HOW BIG IS IT?



VISIBILITY TEST

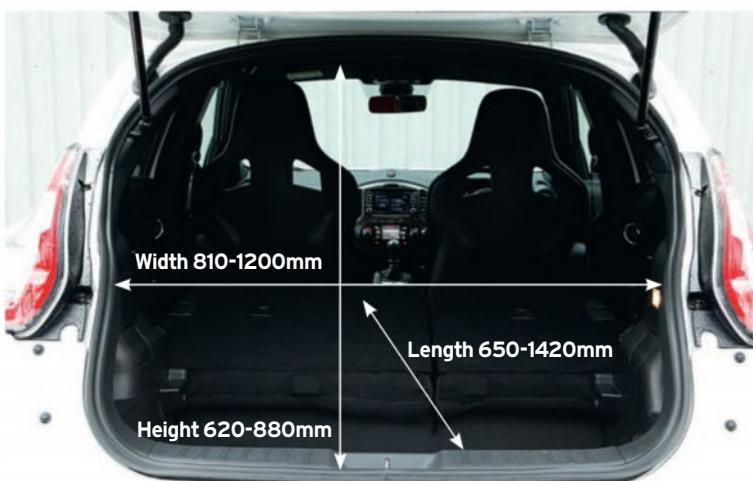
The Juke's packaging means you're not far from the A-pillars, but the high perch makes visibility decent.

HEADLIGHTS

Given the amount of lights on the front, you'd expect the road ahead to be floodlit. It isn't, but the spread is good enough.

WHEEL AND PEDAL ALIGNMENT

There's nothing fussy about the Juke's pedal layout, which is probably the way you'd want it. Steering wheel placement is helped enormously by the addition of reach adjustment.



● Boot is subtly bigger than before, but you'll need the two-stage floor in its higher position if you want a fully flat load space with the rear seats folded down.

makes it a doddle to get into. It would be wise, though, to savour this lack of aggravating knee-bending, because it's one of the few areas in which the Juke can claim a clear advantage over the segment's more conventional offerings. Certainly the interior space is nothing to get particularly excited about when you consider the car's size advantage over most superminis.

Rear passengers can expect to be no more comfortable than they would be in the five-door Renault Clio 200. Front occupants are better catered for – or at least they were in our test car, in which a pair of handsome Recaro seats had replaced the standard sports affairs. The sight of them, though, establishes the incongruity that somewhat hampers the Nismo RS's overall appeal. As supportive as the optional pews are, their aggressive appearance seems at odds with the humble crossover cabin and,

as you still sit very high, the sensation of an enhanced relationship with the road is never really forthcoming.

Elsewhere, the interior lurches from good (the tactile suede trim) to bad (the nasty shiny finish to the centre console and dash) without ever really convincing you that the transition from standard placid Juke to testy RS is anything more than skin deep. As before, Nissan's Dynamic Control System – the tech that provides a modest choice of Eco, Normal and Sport modes – is merged with the switchgear for air conditioning, meaning you have to make do with reading telemetry from the Juke's smallest display (an app allowing you to 'cast' additional information to an iPad has never materialised). At least the remodelled boot, at 354 litres with the seats still up (and the two-level floor in its lower position), is bigger than those of most of its supermini rivals. That said, it's

still hard to imagine any prospective buyer seizing on practicality as a reason to opt for the Juke Nismo RS.

PERFORMANCE



Nissan may not have been able to fit wider wheels and tyres to the Juke Nismo RS even if it had wanted to, given that small, front-engined cars and wide wheels are notoriously incompatible for packaging reasons. By choice or not, the RS runs the same 18in rims and 225-section Continental tyres as did the Juke Nismo. In light of that fact, given that the less powerful version of the car suffered with limited traction, it should come as no surprise that the Nismo RS feels similarly hamstrung.

And yet the shortage of traction under this car's front wheels is so serious that it couldn't fail to surprise

most who drove it. We figured the car on a fairly chilly day, but on drying asphalt it took plenty of attempts to balance the laggy power delivery of the engine against the easily breached adhesiveness of the driven axle. A bit of deliberately managed wheelspin is what you want for the optimum getaway, but that can be devilishly hard to come by in the Juke Nismo RS – a fact evidenced by its inability to outpace the 7.5sec 0-60mph time set by its predecessor (on a tackier surface, admittedly).

Turning up the boost on the 1.6-litre turbocharged engine has done more harm to response and driveability than you may think. It's worth in outright performance terms. The RS's motor feels lethargic at anything less than 2500rpm, and while it's potent from there to around 5000rpm, it is also considerably less willing to work over the last 1500rpm of the rev range. As a result, keeping

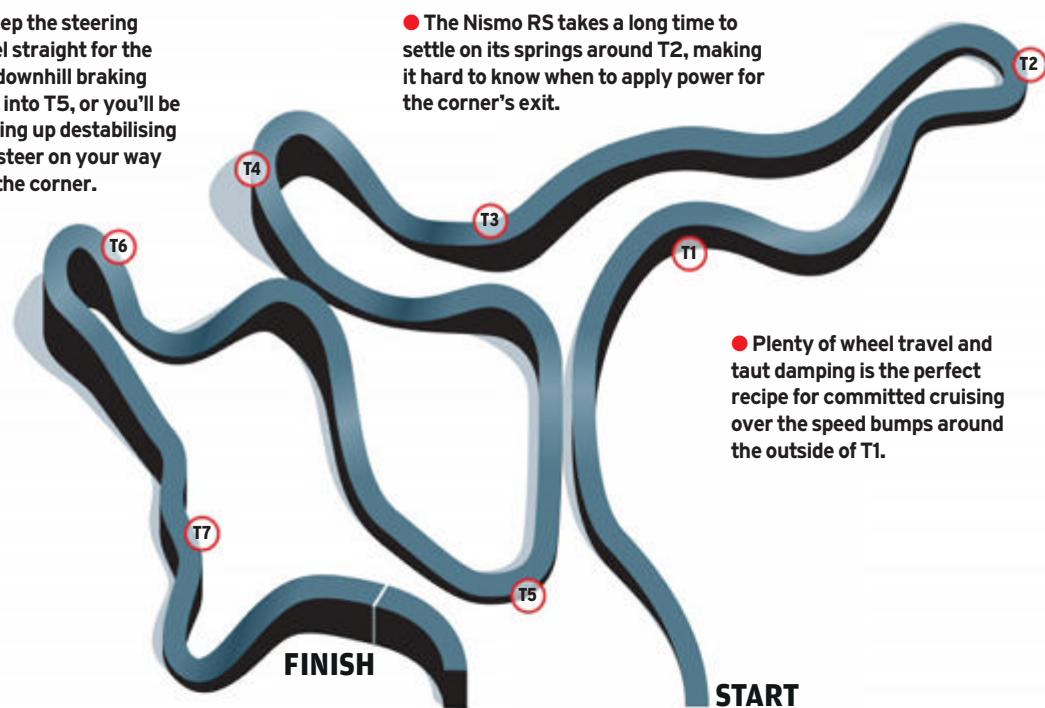
TRACK NOTES

The Juke Nismo RS's traction and stability control systems are good ones, and necessarily so. Turn them off and you need to be smooth and judicious with your braking and steering inputs on corner entry, because the car's locking diff, firm springs, short wheelbase and high centre of gravity make it keen to adopt fairly sudden oversteer when the rear wheels are lightly loaded.

It's usually only a brief flirtation and quickly corrected, because the steering is so direct and because the front wheels are the ones that run short of traction and grip the moment you touch the accelerator. But it's frustrating when all you want the car to do is tuck its nose in, find some purchase and change direction with the verve and assuredness you expect of a hot hatch. Progress is usually swifter with the subtle stability control left on. It's a fast-acting set-up; our fastest standing starts were recorded with the VDC on and in Sport mode.

● **Keep the steering wheel straight for the fast downhill braking zone into T5, or you'll be dabbing up destabilising oversteer on your way into the corner.**

● **The Nismo RS takes a long time to settle on its springs around T2, making it hard to know when to apply power for the corner's exit.**



● **Plenty of wheel travel and taut damping is the perfect recipe for committed cruising over the speed bumps around the outside of T1.**

ACCELERATION 6deg C, damp

Nissan Juke Nismo RS

Standing quarter mile 15.9sec at 93.0mph, standing km 28.5sec at 115.7mph, 30-70mph 6.0sec, 30-70mph in fourth 10.2sec



Mini Cooper S (2014)

Standing quarter mile 15.3sec at 94.7mph, standing km 27.5sec at 120.8mph, 30-70mph 5.9sec, 30-70mph in fourth 8.0sec



BRAKING 60-0: 3.20sec





Firmer suspension fails to control the Nismo RS's high-level mass



Half throttle will cause wheelspin in a second or third-gear corner, in turn bringing about unwanted understeer

the car going at full tilt requires too much concentration on the tacho needle and staying within the confines of a fairly narrow rev band.

Gone, too, is the nicely composed soundtrack of the regular Juke Nismo. From the driver's seat, the RS's bigger-bore exhaust is too often drowned out by the hissing and fizzing of the engine's hard-working turbocharger, leaving the Nissan with a thin and underwhelming audible character. It's less modern WRC contender and more hand-held vacuum cleaner.

RIDE AND HANDLING



The way the Juke Nismo RS goes down the road smacks damningly of overcompensation. Somewhere between the softer and more civilised handling tune of the Juke Nismo and the heavy-weighted, hyperactive set-up of this RS is the perfect dynamic compromise for a car that will inevitably suffer for its relatively high roll axis. Far from hitting that bullseye, the RS ends up missing it by

a considerably wider margin than the original Nismo.

There's just no pragmatism – little apparent acknowledgement of Newtonian physics, even – about the way this car has been configured. You can feel the unforgiving firmness of the car's spring rates and anti-roll settings in the excessive and unhelpful weight of the steering before you've hardly turned a wheel. And all in order to wage a futile war on body movement that the car was fated to lose the instant Nismo decided not to sacrifice a bigger chunk of its crossover ride height for this ultimate performance version.

Ultimately, the Juke Nismo RS rolls on its long springs to relatively pronounced angles when you lean on it, just as the Juke Nismo did. The firm coils keep the roll rate quite low, but they also serve to affect your confidence in the remaining grip level, because you're never quite sure at which point the car has finally settled into a steady cornering state.

Moreover, the traction problem described in the previous section becomes greatly exacerbated the moment you turn the steering

wheel off the straight-ahead. The car transfers its weight to its outside wheels very quickly indeed, and to such an extent that little more than half throttle will often cause wheelspin in a second or third-gear corner. That, in turn, brings about unwanted understeer.

It's at this point you'll realise that helical limited-slip diffs are no miracle cure. They maximise traction, sure, but they can't create it out of thin air. So while you'll feel its presence feeding back interference through the steering and making the car more directionally sensitive on the overrun, the LSD is of little help in keeping the front wheels glued to your intended line under power.

The car's ride on typical British roads is agitated and reactive. It's not especially noisy or harsh, but it's wearing all the same. Much more disappointing is that while the RS is responsive and apparently agile in a fairly superficial sense at low speeds, the car simply doesn't grip the asphalt hard enough when pressed, or generally come to heel obediently enough, to justify its otherwise demanding temperament.

BUYING AND OWNING



The Nismo RS comes well equipped. The 5.8in touchscreen is fully loaded with DAB, reversing camera, sat-nav and the NissanConnect system, while around it sit cruise control, heated front seats, climate control and automatic wipers and lights.

This was a factor in the original model's popularity and will need to be again with a starting price worryingly close to that of an entry-level Ford Focus ST – a car less stocked with kit but hugely superior in every other way.

Predictably, given its extra size, weight and aerodynamic attributes, the Juke doesn't claim quite the same parsimony as its smaller competition. Where most of them will edge close to 50mpg in combined tests, the RS can't better 40mpg. However, the 34.3mpg average it returned while under the True MPG microscope isn't unreasonable, and the CO₂ output of 129g/km is decent for the car's power and proportions. →

NISSAN JUKE NISMO RS	
On-the-road price	£21,650
Price as tested	£24,550
Value after 3yrs/36k miles	£11,400
Contract hire pcm	na
Cost per mile	51p
Insurance/typical quote	22E/£640

EQUIPMENT CHECKLIST

18in alloy wheels	■
Nismo aero package	■
Heated front seats	■
Electric folding and heated mirrors	■
Automatic climate control	■
Bluetooth connectivity	■
Cruise control	■
5.8in touchscreen	■
Reversing camera	■
DAB tuner	■
Automatic lights and wipers	■
Limited slip differential	■
Nismo sports seats	■
Tech Pack (xenon headlights, blind spot and lane departure warning, moving object detection)	£900
Recaro seats	£1300
Pearlescent paint	£700
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

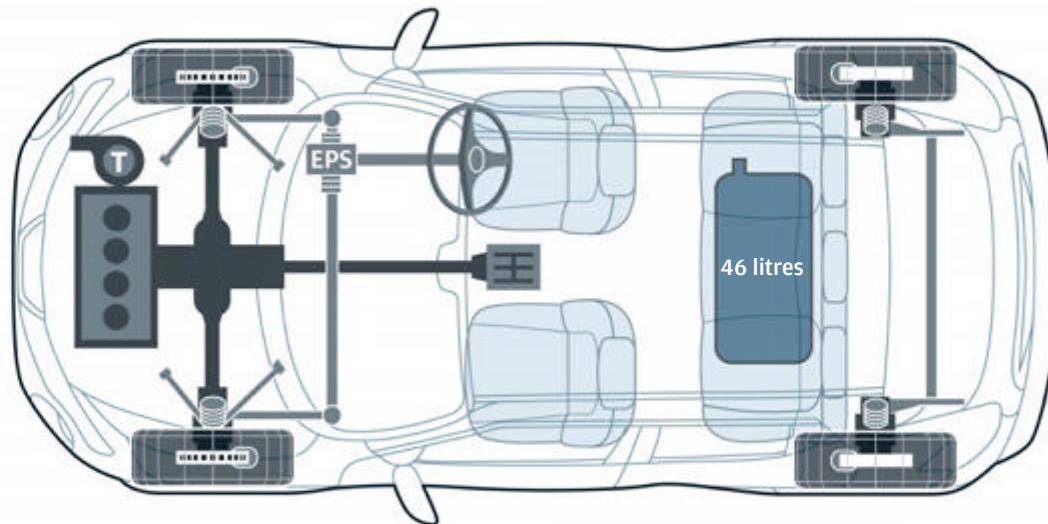
ENGINES	POWER	FROM
1.2 DIG-T	113bhp	£15,320
1.5 dCi	108bhp	£16,715
1.6 CVT	115bhp	£16,320
1.6 DIG-T	187bhp	£18,150

TRANSMISSIONS

6-spd manual	■
6-spd automated manual	£2100

TECHNICAL LAYOUT

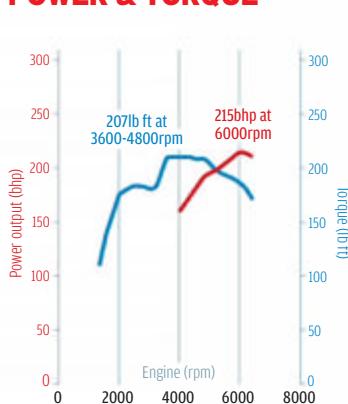
Nissan's Nismo RS-inspired bout of all-round stiffening doesn't really alter the Juke blueprint, this being (in this case) a front-driven steel monocoque, connected to its wheels via a MacPherson front strut and rear torsion beam suspension. The all-wheel-drive version, with a CVT gearbox, adds multi-link rear suspension to the mix.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1618cc, turbocharged, petrol
Made of	Aluminium head and block
Bore/stroke	79.7mm/81.1mm
Compression ratio	9.5:1
Valve gear	4 per cyl
Power	215bhp at 6000rpm
Torque	207lb ft at 3600-4800rpm
Red line	6200rpm
Power to weight	160bhp per tonne
Torque to weight	154lb ft per tonne
Specific output	133bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1341kg/na
Drag coefficient	0.35
Wheels	7Jx18in
Tyres	225/45 R18, Contisport Contact5
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	
1st	3.72/4.7
2nd	2.04/8.6
3rd	1.39/12.6
4th	1.05/16.6
5th	0.86/20.3
6th	0.73/23.9
Final drive ratio	4.42

ECONOMY

TEST (TRUE MPG)	Urban	33.6mpg
CLAIMED	Extra-urban	35.0mpg
	Average	34.3mpg
Urban	29.4mpg	
Extra-urban	49.6mpg	
Combined	39.2mpg	
Tank size	46 litres	
Test range	347 miles	

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Torsion beam, coil springs, anti-roll bar

STEERING

Type: Electrically assisted rack and pinion
Turns lock to lock: 2.6
Turning circle: 10.7m

BRAKES

Front: 320mm ventilated discs
Rear: 292mm solid discs
Anti-lock: Standard with EBD and brake assist

CABIN NOISE

Idle 44dB Max revs in third gear 73dB
30mph 61dB 50mph 66dB 70mph 70dB

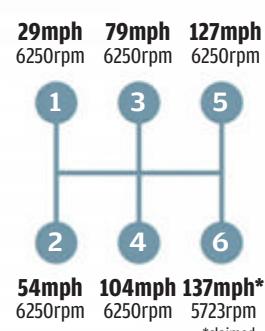
ACCELERATION

MPH	TIME (sec)
0-30	3.4
0-40	4.4
0-50	5.7
0-60	7.5
0-70	9.4
0-80	12.2
0-90	14.9
0-100	18.7
0-110	24.5
0-120	32.4
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.5	4.5	7.0	-	-
30-50	2.4	3.6	5.6	8.5	12.0
40-60	-	3.2	5.1	7.2	9.6
50-70	-	3.5	4.6	6.8	9.0
60-80	-	-	4.7	6.4	9.8
70-90	-	-	5.5	6.4	9.5
80-100	-	-	6.7	7.5	9.6
90-110	-	-	-	9.2	11.2
100-120	-	-	-	13.1	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 6th @ 70/80mph = 2924/3342

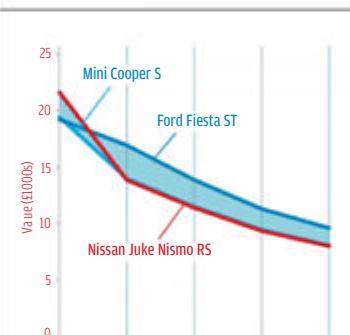
*claimed

SAFETY

ABS, EBD, ESP, VDC
Euro NCAP crash rating: 5 stars (2011, 1.6 Acenta)
Adult occupant 87%, child occupant 81%
pedestrian 41%, safety assist 71%

EMISSIONS & TAX

CO ₂ emissions	129g/km
Tax at 20/40% pcm	£65/130



There's no salvation for the RS here; a big hit after 12 months leaves it trailing the cheaper Fiesta ST's values.

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Nissan Juke Nismo RS

AUTOCAR VERDICT ★★★★☆

Efforts to extend the Juke Nismo's repertoire fail to enhance its appeal



Two extra letters have made a world of difference to Nissan's go-faster Juke. The evolution from accessible, easy-going performance machine to something fundamentally harder-edged was logical enough, but in the process of rendering a more physical experience from the RS, Nissan has subverted far too much that was likeable about the original Nismo.

Compromise has to be at the core of anything that is both crossover-based and performance-led, and a failure to balance the key elements stands out from a mile away. Here, it's not just because the car fails to impress at its new limits, but because the means used to achieve them so obviously worsen the overall experience. The RS's imperfections take just minutes, not days, to become wearisome. Nissan relied on the emotional appeal of the Juke Nismo to win buyers, but now it can only hope that customers remove their critical faculties altogether before trying the RS.

No 5207

TESTERS' NOTES



MATT SAUNDERS

The greatest dynamic talent the Nismo RS has by some way is its incredible capacity to deal with sleeping policemen. The long-travel springs and proper dampers allow you to tackle them with total impunity.



NIC CACKETT

Nissan will have thought the Recaro option a potentially enticing upgrade, but I'd recommend you try the RS's standard seats first, if only to savour even more of that finger-pleasing suede.

SPEC ADVICE

Given the paucity of traction, all-wheel drive seems like a good idea. But at nearly £24k, the all-paw RS isn't much cheaper than an Audi S1 – a car with power, quality and capability to go with the outlay.

JOBS FOR THE FACELIFT

- Fit wider wheels, or at least stickier tyres.
- Make it sound better. Even a symposer would be better than this.
- Find a better gearbox to make the 4WD version the definitive one.

AUTOCAR ROAD TEST TOP 5



MAKE	FORD	MINI	PEUGEOT	RENAULT	AUDI
Model	Fiesta ST	Cooper S	208 GTi 30th	Clio RS 200 Turbo EDC	S1
Price	£19,395	£18,655	£21,995	£18,995	£25,380
Power	180bhp at 5700rpm	189bhp at 4700-6000rpm	205bhp at 5800rpm	197bhp at 6000rpm	228bhp at 6000rpm
Torque	177lb ft at 1600-5000rpm	206lb ft at 1250-4750rpm	221lb ft at 1700rpm	177lb ft at 1750-5500rpm	273lb ft at 1800rpm
0-60mph	7.0sec	6.9sec	6.5sec	7.4sec	5.9sec
Top speed (claimed)	137mph	146mph	143mph	143mph	155mph
Fuel economy (combined)	47.9mpg	49.6mpg	52.3mpg	44.8mpg	40.4mpg
Kerb weight (claimed)	1163kg	1235kg	1160kg	1204kg	1315kg
CO ₂ /tax band	138g/km, 20 per cent	133g/km, 20 per cent	125g/km, 18 per cent	144g/km, 21 per cent	162g/km, 25 per cent
Blends engaging dynamic sophistication with value to supreme effect. Huge fun.					
★★★★★					
Easily as pricey as the RS when you add the same level of kit. Easily better even without it.					
Not perfect, but shows you what a toughened-up prospect ought to feel like. Fine running costs, too.					
There's an updated Clio coming, and we look forward to it. There's plenty of room to improve.					
Price even more wince-inducing than the Juke's. But you do get a proper rocket.					
★★★★★					

Verdicts on every new car, p74

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Practical magic

Your entertaining article on Porsches ('GT3's a Crowd', 11 February) missed the point about how customers spend their money. It is not only about pure driving but also pure driving practicalities.

If want a track car, buy a 911 GT3, but don't use it every day. If you want four seats for occasional use, buy a 911 GTS and you can use it every day. If you want a mid-engined two-seater, buy a Cayman and you use it every day.

But I would say this: I just bought a 911 GTS and absolutely love its quality and everyday excellence.

Simon Ratcliffe
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

RICE IS RIGHT

My new hero is Kevin Rice, Mazda's designer. His defence of the 16in wheels on the new MX-5 is exemplary; a 4kg saving on unsprung weight is important.

A 100kg weight saving overall is a benchmark. It's fitting this should happen on a car inspired by Chapman's Elan of 50 years ago. I bet it takes Ford and Volkswagen 20 years to catch up.

K Turner

Stanfree, Derbyshire

BRIT OR MISS?

In reference to the 18 February issue, why do you say everything is British, when the only part of the story that is British is that the vehicles are built here?

Jaguar, Land Rover, Rolls-Royce, Bentley and Mini are all foreign. If you are going to say British, where were the Hondas, Nissans and Toyotas?

JLR is owned by Tata – it's not British.

Bentley is owned by Volkswagen, which I'm sure is German, as is BMW, which owns Rolls-Royce and Mini.

Stephen Simpson
via email

The defiant Britishness of those five marques is key to their attraction to their current owners. Also, we regularly extol the accomplishments of Honda, Nissan and Toyota in the UK – MB

FAST JAG HITS THE MARK

Reading the comparison between the Lexus RC F, BMW M4 and Audi RS5 ('Lex Appeal', 4 February), I noticed that the M4 scored four stars and the other two only three and a half each.

As they are around £60k each before options, I think that the Jaguar XFR would provide more fun in a more complete package for a similar outlay.

Sydney Dott
Cirencester



A Qashqai is as British as a Rolls-Royce

Who first thought of this meaningless expression, rather than, say, PHIREC for Pretentious High-Rise Estate Car?

Roderick W Ramage
Stafford

The Juke is a crossover, isn't it? You're right: it is confusing – MB

FROM SPARE TO WHERE?

I was disappointed to read that two of my favourite car brands, BMW and Mini, have dropped out of the top 10 sales charts, according to the latest figures produced by the Society of Motor Manufacturers and Traders (SMMT). Could this, I wonder, have anything to do with neither being available with a spare wheel?

Further, it was recently suggested in Autocar that BMW might phase out manual gearboxes. BMW obviously likes to set its sales people a challenge.

John Taylor
Midlothian

AUTOCAR What you're saying on autocar.co.uk

Twin-motor Tesla Model S P85D tested

I'm struggling to find many reasons why anyone would buy a Porsche Panamera over a Tesla. **xxxx**

If the Porsche is low on fuel, you can go to any filling station and fill up in minutes. Beyond that, not much.

Frightmare Bob

Bless the Americans for not knowing that in Europe 'D' stands for diesel. But what a car



for a measly £80,000.
NeufNeuf

I live in the Arctic, 1500km from a major city. At -40deg C I don't think the Tesla would do well.
madmac

The Tesla is the Usain Bolt of exec saloons.
fadyady

P85D sounds like a form you fill in for HMRC. I do love this car, though.
superstevie



Sydney would have a Jaguar XFR over an M4, RS5 or RCF

NEXT WEEK

Inside the magazine – on sale 18 March

FIRST DRIVE



Porsche Cayman GT4 Matt Prior assesses the track-focused, 380bhp 'junior 911 GT3'



ROAD TEST

Land Rover Disco Sport
This week it met its rivals; next week it faces our road testers



MOTORSPORT

The 1000mph challenge
The demands facing Andy Green and the Bloodhound SSC gang

BUYING USED



Stand-out value for £5k Five bargain used cars that won't stay this cheap for long

CONTENTS SUBJECT TO CHANGE



Volvo XC90: it's just an estate on stilts, insists Roderick

SEAL IS A RAW DEAL

Regarding John McLeod's concerns about the lack of spare wheel in his A-Class (Your Views, 18 February), I too am dismayed at the deletion of a spare in favour of repair kits.

I've just ordered an Audi Q5, which, according to the dealer, is no longer available with a spare. Audi has seen fit to delete from the available equipment the clever Vredestein collapsible spare tyre previously supplied as standard.

Were I planning a trans-continental drive – not impossible with friends in southern Germany – I'm sure I would be less than happy with a repair kit, and I certainly would not be happy having to rely on a main dealer to source and fit a tyre if the worst should happen.

Punctures do still happen, and the prospect of an out-of-warranty, winter's night occurrence isn't to be relished. Perhaps manufacturers need

to reappraise their decisions to delete spare wheels from their equipment lists.

Alan Brown

Fife

It's a topic that car makers acknowledge is a particular deal-breaker for British car buyers. Perhaps it's because we have to fix our tyres in the wet and cold – MB

THE MATRIX REVOLUTIONS

Upon hearing a radio advert entitled 'Know your motorway', I couldn't help thinking there were other subjects deserving of attention other than the use of lanes displaying a red 'X'.

Firstly, if the lane wasn't closed 10 miles before the 'incident', people wouldn't be so reluctant to obey the instruction. I think the people operating the matrix signs are like a child with a new toy with lots of buttons to press.

Of all the education issues regarding the use of motorways, lane discipline is the one in need of urgent attention. A gentle reminder via the matrix signs would be much more useful.

Colin Simpson

via email

We've seen a lot of false warnings on matrix signs lately – mythical lane closures and the like. It engenders a 'cry wolf' attitude – MB

OIL SLICK

The content of the 28 January issue was 90% diesel cars, which, unless you are a truck or tractor driver, are losing ground to petrol cars, which are cleaner, lighter, quieter, faster, cheaper and more fun.

Please give some time for petrol. The way things are going, diesels will soon be dead – hopefully!

John Wright

Langport, Somerset

Diesel cars still account for almost half of the UK's new car sales, so predicting its short-term downfall is a bit premature – MB



OUR CARS

A week in the life of Autocar's fleet



Steve Sutcliffe



Barnaby Jones



Stan Papior



Andrew Frankel



Colin Goodwin



Lewis Kingston



Tim Dickson



Seat Leon Cupra 280

FINAL REPORT Our time with Seat's potent three-door hatchback is up. So what has life been like with this Spanish-made alternative to a Volkswagen Golf GTI?

Handing me the key to a hot hatch for six months is akin to entering a thoroughbred racehorse in a donkey derby.

I live in Basingstoke. My journey to work involves a tedious stretch of the M3 motorway – not typically the ideal stomping ground for cars such as the Seat Leon Cupra 280.

At the start of my time with the car, opportunities to really exploit the full potential of this, one of the most powerful production models Seat has

made, seemed few and far between. Instead of slicing deftly from apex to apex on deserted country roads, I spend most of my days staring at the rear brake lights of Mondeos and Insignias.

But my worries that the performance DNA of the 276bhp Leon Cupra might make it difficult to live with on a daily basis proved unfounded. Over 15,000 miles, I've found that if I dial the driver mode back to docile Comfort, the Seat is, in fact, well suited to the cut and thrust of busy motorway driving.

At its heart is the wonderfully elastic quality of the turbocharged 2.0-litre engine. Once you're familiar with the prodigious low-end pull that's available in fifth and sixth gears, there's rarely a need to drop down through the cogs to maintain momentum. Road tester Nic Cackett even found the Seat so suitable for long distances that he took it on a 2000-mile slog to Slovakia and back.

So the Leon Cupra has a decent spread of ability. In fact, now that I've lived with it, I wonder if the step-change

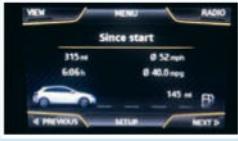
when you switch from Comfort to full-blooded Cupra mode is demonic enough. The ambient lighting changes from white to red and a bit more noise gets piped into the cabin, but more significantly the suspension, throttle, diff and steering settings get more aggressive.

As Autocar's road testers confirmed when they got their hands on it, while the Leon Cupra possesses rocketship pace that's on a par with most self-respecting front-drive hatches, it doesn't have quite the same level of

LOVE IT



BREADTH OF ABILITY
Not so much of a handful that it can't handle motorway cruising or around-town pottering.



FRUGALITY
Hot hatches can be hard on the wallet, but the Leon's average economy is pretty impressive.



STEALTHY STYLING
It's subtly sporting rather than boy-racer extreme. The flying-under-the-radar looks are appealing.

LOATHE IT



PROMINENT ALLOYS
I loathe myself for this more than the Leon, but according to fellow owners, I'm not alone in kerbing the alloys.



SLUGGISH INFOTAINMENT
Touchscreen takes ages to wake at start-up, then is very sensitive, making it hard to prod the right menu.

JAGUAR F-TYPE



Nic Cackett

KIA SOUL EV



Hilton Holloway

MAZDA 3



Luc Lacey

MINI COOPER



Mark Tishshaw

PEUGEOT RCZ R



Steve Cropley

RANGE ROVER SPORT



Steve Cropley

RENAULT TWINGO



Matthew Burrow

SEAT LEON



Matt Burt

TOYOTA GT86



Matt Prior

VOLVO V60



Hilton Holloway



The Leon Cupra is certainly quick, but its handling lacks the outright engagement of some of its front-drive hot hatch rivals



The Leon obligingly turned its hand to restrained commuting for much of the time



A 2000-mile trip to Slovakia was a breeze



Subdued looks hide a potent 276bhp engine

driver engagement as the Ford Focus ST, lacking that car's feelsome steering and dash of handling playfulness.

The looks are fairly restrained. Some may question whether it looks dynamic enough, but I prefer its understated appearance to any unnecessary wings that might look a bit aftermarket.

The main reason that the car turned heads was for the unusual colour, which had people asking whether it was supposed to be off-white, blue or grey. My mother's assessment was that it's akin to a stained white sheet that has been put into the wash with a blue sock, which would be a brilliant name for a colour on any online car configurator.

A price tag of just under £27k gets a very fast and well-equipped car, although our outlay was swelled by £2600 because a colleague got rather excited by Seat's options list.

Of those fitted to our Leon, the £755 leather pack supplies two-tone seats that are supportive and comfy, and the £350 winter pack adds heat to

The Leon Cupra's rocketship pace is on a par with most front-drive hot hatches

those seats and also to the windscreens, while the Seat Sound System boosts the audio capabilities for £250.

Adaptive cruise control proved useful at times, but it costs £500 and, if I'm honest, it didn't do anything I couldn't achieve with a steady right foot.

I didn't need to press the £95 spacesaver spare wheel into action, but I was glad it was there, as opposed to taking a gamble on a can of foam. If I were specifying the car myself, I'd keep the price below £28k by ditching all but the leather and the spacesaver.

Before I critique my colleague's car-specking abilities too harshly, choosing the slick-shifting six-speed manual gearbox over the optional, £1320 six-speed dual-clutch automatic was shrewd and, to my mind, a worthy sacrifice of 0.1sec of 0-62mph acceleration.

Using our car as a daily driver, plus Cackett's continental cruise, meant we piled on the miles, and that, in turn, contributed to fairly high depreciation, as the figures in the data panel attest.

Our Leon Cupra ownership was just about problem-free; we didn't even come close to booking the first service, which happens at 18,000 miles.

The one issue I would have raised if we'd reached a service was a curious vibration from the top of the dashboard when I engaged Cupra mode and gave the throttle plenty of beans. It was an occasional irritant, though, rather than a deal-breaker.

Would I seek to change anything? The dainty 'teardrop' door mirrors didn't offer the best rearward visibility during the cut and thrust of the motorway, but then again this isn't a car that claims

TEST DATA

SEAT LEON SC CUPRA 280 2.0 TSI

TEST STARTED 16.7.14

Mileage at start 2624

Mileage at end 15,972

PRICES

List price then £26,945

List price now £27,210

As tested £29,590

Dealer value now £15,439

Private value now £13,879

Trade value now £13,000

OPTIONS

Leather pack (£755), winter pack (£350), Seat Sound System (£250), adaptive cruise control (£500), spacesaver spare wheel (£95)

CONSUMPTION AND RANGE

Claimed economy 42.8mpg

Fuel tank 50 litres

Test average 32.9mpg

Test best 38.3mpg

Test worst 26.4mpg

Real-world range 362 miles

TECH HIGHLIGHTS

0-62mph 5.8sec

Top speed 155mph

Engine 4 cyl in line, 1984cc, turbo, petrol

Max power 276bhp at 5350-6600rpm

Max torque 258lb ft 1750-5300rpm

Transmission 6-spd manual

Boot 380 litres

Wheels 9x19in

Tyres 235/35 ZR19

Weight 1395kg

SERVICE AND RUNNING COSTS

Contract hire rate £315

CO₂ 149g/km

Service costs None

Other costs None

Fuel costs £2046

Running costs inc fuel £2046

Cost per mile £0.15

Depreciation £14,151

Cost per mile inc dep'n £1.21

Faults None

PREVIOUS REPORTS

6 Aug 2014, 20 Aug, 17 Sept, 8 Oct, 29 Oct, 12 Nov, 3 Dec, 14 Jan 2015, 18 Feb

to provide the last word in practicality.

It was disappointing that the 'Cupra' button is situated on the passenger's side of the centre console, rather than close to the driver where it should be. That's evidence, perhaps, of the car's left-hand drive origins.

I'm not sure I came close to exploiting the Leon Cupra's full reserves during my ownership, and a plan to give the car a fitting send-off in a Run What Ya Brung drag race at Santa Pod was sadly curtailed by poor weather.

But faced with 90 miles of motorway every day, I'd rather own a comfortable, capable car that can occasionally be put to more exciting use than one that's too extreme for everyday driving, and in that respect the Leon Cupra proved to be a very fine thing indeed.

matt.burt@haymarket.com

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Quite possibly Sutcliffe's favourite long-term car



Tyre pressures must be kept at 2.4 bar

Alpina D3 Biturbo

Mileage | 7560 Our Alpina is sensitive to pressure but has a few tricks up its sleeve, too

Forgive me for sounding like a broken record here but, yet again, I've realised just how sensitive the D3 is to different tyre pressures.

At 2.4 bar, it rides and handles like an absolute peach of a car. However, even so much as 0.1 bar either side of this and, relatively speaking, it feels as if the tyres have been filled with a mix of cotton wool and concrete.

Conclusion: if you have a D3 or D4, or are merely contemplating the purchase of one, make absolutely certain you set the pressures to the magic 2.4 bar.

I've discovered two other quite natty tricks about the car of late, thanks to D3-owning reader Julian Fack. First, if you are sitting at a junction with the engine stop-start in stop mode and you want it to start quickly without pressing the button, just turn the steering wheel



Steering in Sport mode, dampers in Comfort: Sutcliffe has his cake and eats it

a couple of degrees and up she fires. This means you can avoid that awkward quarter-second delay that ruins a fast getaway.

Second, and more relevant for everyday driving, if you disengage the traction control system manually, you can switch the power steering to Sport mode while keeping the dampers in Comfort. Admittedly, this means that at this time of year, when the roads seem universally greasy, the rear tyres are likely to light up at the merest hint of throttle. However, it does allow you to drive using the sweetest steering setting with the dampers at their most comfortable – even if you do then require the car control of Kimi Räikkönen to keep the D3 on the straight and narrow.

In all other respects, the D3 continues to be the perfect car for me, and that's why I am about to enter a deep and possibly permanent state of depression. I have been told that the car will very soon be whisked away whence it came. I think it could well be my all-time favourite long-term car, and over the years there have been quite a few good ones. For the time being, though, it's thank you and goodnight.

steve.sutcliffe@autocar.co.uk

Alpina D3 Biturbo

Price £46,950 **Price as tested** £54,440

Economy 43.6mpg **Faults** None

Expenses None **Last seen** 11.2.15

first, bum onto transmission tunnel, gammy leg in followed by good one and then arse onto seat.

After a whole day in the saddle en route to Switzerland, I might have to call Prior to lift me out at the other end. Still, it will have been worth it.

colin.goodwin@autocar.co.uk

Caterham Seven 160

Price £14,995 **Price as tested** £17,795

Economy 50.1mpg **Faults** Play in steering column, split window

Expenses 3000-mile service £325, cycle wing repair £228 **Last seen** 28.1.15



Window tore in sub-zero temperatures

Caterham Seven 160

Mileage | 3810

Am I being hopelessly nostalgic, or was there once a time when you could park a car for a couple of hours and not have someone take a chunk out of it? For the second time, the Caterham has been attacked – this time a rear three-quarter deflection using weapons

unknown. I suspect the driver who neatly removed a 3in by 1in section of nearside rear mudguard never realised his or her crime. Perhaps it was a case of over-reliance on parking sensors.

Keeping a Caterham or a classic out in the street isn't particularly sensible, but when you don't have a garage, or

even off-street parking, what do you do? Experience has taught me that if you keep a car in a lock-up, even if it's just around the corner, you tend not to use it very often.

The other repair required is to one of the hood's windows, which has torn away from the fabric. I've never seen that happen before. It was bitterly cold and perhaps fiddling with it in sub-zero temperatures caused it to split.

By the time you read this, I will have been to Geneva and back in the Seven. Matt Prior has been let off the hook by Porsche offering me a hotel room, so he doesn't have to have a snoring Goodwin on his floor. However, things have turned to custard in another area.

A poorly designed piste, and the wrong sort of snow, have caused our young hero to snap his anterior cruciate ligament. I did the left one a few years ago, and to ensure that my tracking isn't out, I've now snapped the right-hand one. It's not too painful and the NHS is on the case, but getting in and out of a Caterham is a bit tricky. Head in

Drive a brand new Maserati Ghibli for only £575 p/m+VAT



Official fuel consumption figures for the Maserati Ghibli range in mpg (litres/100 km): Urban 18.0 (15.7) - 37.2 (7.6), Extra Urban 38.7 (7.3) - 56.5 (5.0), Combined 27.2 (10.4) - 47.9 (5.9). CO₂ emissions on combined cycle: 242 - 158 g/km. Fuel consumption and CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results.

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Kia Soul EV

Mileage | 980 Winter is having only a limited effect on the range of our electric Kia, which is earning its keep in town

When you sit down to assess an electric car, it is amazing how many of the traditional automotive engineering concerns simply do not exist.

Take engine refinement, the amount of turbo lag, the shape of the torque curve, the smoothness of an auto 'box and its ability to be in the right gear at the right time. None of these issues concerns the driver of a car that has its wheels powered by an electric motor.

Which is why there's not a great deal to say about the Kia's powertrain. The electric motor delivers 109bhp and 210lb ft of torque from zero revs and drives through a single-speed reduction gear, which is a much more accurate description than 'gearbox'.

Yes, it is uncannily quiet, and is claimed to be especially so by Kia, because the motor's construction is said to greatly reduce the distant whine that was suffered by some earlier electric drivelines.

It's supposed to be the case that the motor delivers the full 210lb ft of torque from the moment the car starts to roll. I'm not sure there isn't some kind of torque restriction for a second or two, because the Soul EV can experience



This is an enjoyable car to drive in town because its peak torque is always available



Promised range has been delivered so far

Electric motor gives 109bhp and 210lb ft

very momentary wheel scrabble when accelerating hard from a standstill, especially during the recent chilly mornings when the tyres are still cold.

I'm not deliberately flooring the Soul at every opportunity – as pleasurable as that can be – but central London's cut and thrust, especially at traffic lights ahead of a narrowing carriageway, sometimes demands it.

This is one of the biggest arguments in favour of the electric city car: its sheer ability in city traffic. The 0-30mph sprint leaves other cars dithering to find second gear or for the turbocharger torque wave to kick in. Meanwhile, the slim-hipped Soul has left the scene without leaving a cloud of accelerative pollutants in its wake.

Pollution is an increasingly important issue and works in the Soul EV's favour as a city car. The air quality problems caused in cities by particulate and

nitrogen oxide pollution from diesel vehicles is relentlessly rising up the political agenda.

A recent US university study suggested that pollution levels at traffic lights and junctions could be up to 29 times higher than on a flowing section of road. As a result, all traffic calming methods, from speed bumps to shorter green phases on traffic lights, have made air pollution even worse.

When the majority of vehicles on city and suburban roads are diesel-powered, any form of stop-start traffic management is a short cut to dramatically poorer local air quality. Electric commercial vehicles, which would be a great help, are probably a long way off, though. Range and cost are the issues, as they are with any electric car.

The Kia could hardly be described as inexpensive and its range is certainly

limited. In the cold weather of January, charging up the car at the Autocar office offered an indicated range of about 83 miles, down from the 93 miles in the warmer weather of late 2014.

Impressively, the Soul's range promise has remained intact, even when it spent a couple of uncharged days at the side of the road, being blasted by a sub-zero wind cold enough to form an icy frost on the car's nose.

My previous experience of EVs usually involved the indicated range plunging after a cold night at the roadside. It makes the Soul EV a much more practical winter proposition.

hilton.holloway@haymarket.com

Kia Soul EV

Price £24,995 (after gov't grant) **Price as tested** £24,995 **Economy** 81 miles per charge **Faults** None **Expenses** None **Last seen** 18.2.15



Cold weather has cut its range slightly



How to clean up in the city

With cities clamping down on pollution, a hybrid might soon be a necessity, says **James Ruppert**

Well, 2020 looks like it is going to be year zero for our cars in major cities. All eyes have been on Paris just recently, but Germany has been all over this issue for many years. Drivers in Germany have a special environmental sticker (Umweltplakette) on their car to enter the green zone of many German cities and towns. Even quite small ones.

Back in Paris, mayor Anne Hidalgo wants to make the city diesel-free by 2020. The first step will be to ban the most polluting diesel delivery trucks and buses by July this year. In London, mayor Boris Johnson is saying pretty much the same thing, with a 2020 target in mind. So what should we be buying to futureproof what's in our drive?

Obviously, it would have to be used and, ideally, not remotely diesel, until we know a bit more about the proposals. My hunch would be that they, the authorities, might still target big-engined petrels. So in the very short term, the future would seem to belong to smaller hybrids.

The really obvious choice would be a Toyota Prius. Although the very old ones and imports are a concern, there don't yet seem to be any really big problems, only some minor electrical issues. So brace yourself to pay £2500 and you'll find examples from 2005 that have covered some thumping six-figure mileages, something I always find very reassuring. It is probably better to spend a solid £4200 on a 2006



Cared-for 2006 Prius T Spirit is £4200

Prius in T Spirit spec with a full set of Toyota ramps and stamps.

Then again, Toyota isn't the only company that can offer £10 road tax. I rather like the Honda Insight. The lovely spaceship-shaped original is now a collector's item and rightly has a hardcore fan club, but I think the vanilla-flavoured, utterly inoffensive modern Insight is the one we should consider. The 1.3 SE from 2009-2010 is £5500 to

I'll be dodging congestion charges and welcomed into environmental zones behind the wheel of a Lexus saloon



P72 James Ruppert
Used car expert



P74 Mark Pearson
Deals expert



P76 Nic Cackett
Data expert



GS450h hybrid is a tempting choice at just over £5000

BANGERNOMICS BEST BUYS



READER'S CAR: MAZDA MX-5

Andrew Sloan, owner of this Mk2 MX-5 1.8, says "B-road fun doesn't come cheaper than this little toy". Andrew paid £1475 for his MX-5, and that included a hard-top. The car was in good shape, too, with only 59,000 miles, a full service history and a recent timing belt change. Andrew says it "drove as you'd expect; the gearchange was like a rifle bolt and the 1800cc twin-cam pulled like a train". Andrew, it turns out, was a winner all round, because he sold the MX-5 after a "year and a half of fun" for £1600.

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WHAT CAUGHT MY EYE THIS WEEK: CAR SUPERMARKETS

Car supermarkets are just about everywhere in the country. Lots of cars in one place: good. Many can be quite tired and unprepared: bad. Like the food ones, choose your supermarket carefully.



USED CAR DILEMMA: CITROËN C3 PLURIEL

The Pluriel has a roof that seems interesting in theory, but in practice it's a joke. Citroën probably thought the Pluriel was a clever update of the 2CV, but it was very ordinaire to drive. Closest thing to a clown car sold in the past decade.

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£6000. However, we shouldn't overlook the Civic Hybrid, which, being a Civic, will be invisible and reliable, will return 60mpg and, best of all, won't cost much to buy. Just over £2000 will get a very decent 2005 car in Executive trim. Even the revamped one is good value and a 2007 1.4 ES is about £4500.

My kind of hybrid, though, is big and warty. The 2006 Lexus GS450h 3.5 SE is now hovering into view at just over £5000 from private sellers or closer to £6000 at a dealer. For a higher ride, there is the RX400h for similar money, but a lot seem to be quite tired now. No, I'll be dodging congestion charges and welcomed into environmental zones behind the wheel of a Lexus saloon. Oh, and it will be even cheaper in 2020.

Super-steering cars for less than £2000

If it's rapid-response, wheel-twirling fun for rock-bottom prices you're after, steer yourself towards one of these, says **Mark Pearson**

1 Honda Accord Type R (1999-2002)

The Type R's steering was more than a match for its magnificent 209bhp VTEC engine. This family four-door was a driver's car par excellence thanks to its well-weighted, accurate and responsive set-up. For more of the same, try its skinnier-tyred, even better-steering sibling, the pricier Integra Type R.

Finding a good Accord Type R is tricky. Watch out for gearbox issues and check for cambelt changes. Unmodified examples are the most highly sought, as is anything with a full service history. The Type R Owners' Forum has an X-reg car for sale with 67,000 miles for a "negotiable" £2395.



2



Honda Prelude 4WS (1988-2001)

An oft-overlooked gem, the four-wheel-steer Prelude had rear wheels that turned in the opposite direction to the fronts at low speeds and in the same direction at higher speeds. The result was immediate response, as it cut out the delay between the front wheels turning and the rears catching up. It also endowed the low-slung Prelude

with the ability to out-slalom many more exotic sports cars.

The 1992 model acquired a potent 2.2-litre VTEC engine that made it not only agile but also quick on the straights.

Honda's legendary build quality means many are still around. We found a dealer selling a black 1999 S-reg car with rare Motegi body kit for just £1750.

Alfa Romeo GTV (1996-2006)

With engaging handling and super-quick (2.2 turns lock to lock) steering, the stylish GTV matched passion with real ability. Admittedly, this rapid rack also gave the GTV an unfeasibly large turning circle, but with a choice of a vivacious 2.0-litre Twin Spark engine or a rorty 3.0-litre V6, it was impossible not to be stirred by this car.

Prices start low, but avoid examples without a service history. An old Alfa Romeo is not a car to be considered lightly, and rust is a familiar problem, as are electrical glitches.

We found a number of examples for sale, including a one-owner Twin Spark, with just 59,000 miles and a full service history, for a tempting £2000.

3





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4



Peugeot 106 GTi
(1996-2000)

Low inertia and quick steering were the key to this 106's manoeuvrability. At the time, there wasn't a hot hatch that could jink like this little tearaway. Consider the lightweight and lower-powered 106 Rallye version, too, but choose one with power-assisted steering, as the unassisted set-up could be hard work.

The only trouble with the 106 GTi is that few survive. Try to find an original car with as much history as possible.

5



Mazda MX-5 Mk1
(1989-1997)

You can't compile a list of cheap super-steering cars and not include the Mk1 MX-5. There's a joy in steering this drop-top down a twisty road that more than makes up for any shortage of speed. The light, wieldy helm is alive and responsive, but choose one with power steering, as its quicker rack is more desirable.

Engines are reliable and there are plenty of cars to choose from. But hurry; prices can only rise as numbers dwindle.

6



Citroën XM (1989-2000)

This quirky Citroën's hydropneumatic suspension endowed it with a deft ride and well-balanced handling, but it was the quick steering that made this large executive hatchback an unexpectedly agile joy to drive. The only complaint about the otherwise positive and direct set-up was that the rack wasn't quite as sharp as the ones found on earlier SM and CX models. UK-spec cars also had to do without the swish Varipower

system and its unusual automatic self-centring function.

Alternatively, you could try the XM's sibling, the Xantia Activa, which took the clever suspension idea one step farther and eliminated roll and pitch.

There are several XMs advertised at around the £2000 mark, but shop with care, because old Citroëns are complex beasts and can be unreliable. Expect repair bills to be large, too.

NEW CARS

A-Z

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Autocar's star ratings explained

★★★★★	0-20% Inherently dangerous/unsafe. Tragically, irredeemably flawed.
★★★★★	20-35% Appalling. Massively significant failings.
★★★★★	35-50% Very poor. Fails to meet any accepted class boundaries.
★★★★★	50-60% Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★★★★	60-65% Off the pace. Below average in nearly all areas.
★★★★★	65-70% Acceptable. About average in key areas, but disappoints.
★★★★★	70-75% Competent. Above average in some areas, average in others. Outstanding in none.
★★★★★	75-80% Good. Competitive in key areas.
★★★★★	80-85% Very good. Very competitive in key areas, competitive in secondary respects.
★★★★★	85-92% Excellent. Near class leading in key areas, and in some ways outstanding.
★★★★★	93% Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH					VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			2.0 TDI 150 SE	£22175	148	106	21	3.0 TDI quattro 245 Black Edi	£38990	237	149	34
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			4.7 V8 N420	£6995	420	328	-	2.0 TDI 150 Sport	£23575	148	106	21	A4 AVANT 5dr estate	More appealing than the			
1.4 T-Jet	£14205	133	155	26	4.7 V8	£8495	420	299	-	2.0 TDI 150 S line	£25725	148	106	21	salon. Still not brilliant	★★★★★			
500 CONVERTIBLE 2dr open	Open-top hot hatch; has a softer ride than the tin-top car	★★★★★			4.7 V8 S	£9995	430	299	-	A3 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking	★★★★★			2.0 TDI 150 Black Edition	£2305	148	124	24
1.4 16v Turbo T-Jet	£16005	133	155	27	5.9 V12 S	£13500	510	388	-	1.4 TFSI 150 ACT Sport	£23295	148	109	21	2.0 TDI 150 S line	£31230	148	124	23
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			1.4 Turbo M'Air	£16857	161	142	30	1.6 TDI 150 S line	£25545	148	99	16	2.0 TDI 150 SE	£30155	148	129	23
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			1.6 TDI 160	£14195	170	370	333	1.8 TFSI 180 quattro S line	£22175	148	149	25	3.0 TDI 245 quattro Black Edi	£36990	237	154	33
9.0 TB Twinair 105 Distinctive	£16070	103	98	13	DB9 VOLANTE 2dr open	The Vantage's relaxed nature	★★★★★			1.8 TFSI 180 quattro Sport	£28000	178	149	25	2.0 TDI 177 SE Technik	£30620	175	126	27
9.0 TB Twinair 105 Sprint	£14870	103	99	13	4.7 V8 S	£110700	430	299	-	2.0 300 quattro S3	£33540	296	162	36	2.0 TFSI 225 quattro S line	£35500	222	159	33
9.0 TB Twinair 105 Line	£16820	103	98	13	5.9 V12	£150000	510	388	-	2.0 TDI 150 Sport	£24745	148	105	21	2.0 TFSI 225 quattro SE	£32945	222	159	32
1.4 140 M'air TCT Distinctive	£17620	138	124	19	DB9 VOLANTE 2dr coupé	Facelift a big improvement dynamically	★★★★★			1.4 TFSI 150 ACT S line	£25445	148	109	21	2.0 TFSI 225 quattro SE Technik	£33945	222	159	33
1.4 140 M'air TCT Line	£18370	138	124	20	5.9 V12	£18995	565	365	333	1.8 TFSI 180 S line	£27225	178	135	24	3.0 TDI 245 quattro S line	£39250	237	154	33
1.4 170 M'air O'Verde	£20210	168	139	26	1.6 TDI 120 Sprint	£14195	94	90	11	1.6 TDI 110 Sport	£23395	108	99	16	3.0 TDI 245 quattro SE	£36695	237	154	33
1.3 JTdm-2 105 Sprint	£15415	94	90	11	1.6 TDI 120	£16655	94	90	11	2.0 TDI 150 S line	£26895	148	105	21	3.0 TFSI 333 quattro 4Bk Edi	£41685	328	180	36
1.3 JTdm-2 110 S-S	£17820	118	114	19	DB9 VOLANTE 2dr coupé	Enchanting looks, but ride is choppy.	★★★★★			1.8 TFSI 180 Sport	£24525	178	135	23	3.0 TFSI 120 SE Technik	£26685	118	154	19
1.6 JTdm-2 120 QV Line	£18570	118	114	20	1.6 TDI 120	£131995	420	373	-	1.8 TFSI 180 Sport	£25075	178	135	23	2.0 TFSI 225 quattro Black Edi	£36575	222	159	33
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			1.6 TDI 120	£14195	108	99	19	1.8 TFSI 180 Sport	£27295	148	106	21	2.0 TDI 177 SE Technik	£30945	158	141	26
2.0 JTdm-155 Excl. TCT	£25630	148	110	20	1.6 TDI 120	£12145	108	99	19	1.8 TFSI 180 S line	£24195	148	106	21	2.0 TDI 136 SE	£28600	134	116	23
2.0 JTdm-175 Nav TCT	£27380	148	110	20	1.6 TDI 120	£15103	109	99	16	2.0 TDI 100 S line	£30525	123	116	24	2.0 TDI 163 ultra SE	£29600	134	116	23
1.4 TB 120 Progression	£18240	118	149	16	1.6 TDI 120	£16102	84	110	9	1.2 TFSI 180 S line	£19195	128	108	14	2.0 TDI 163 ultra SE Technik	£30620	161	114	27
1.4 TB 120 Distinctive	£19490	118	149	16	1.6 TDI 120	£16102	84	110	9	1.2 TFSI 180 Sport	£20595	108	114	9	2.0 TDI 177 S line	£32175	175	126	27
1.4 TB Multiair 170 Distinctive	£20990	168	134	23	1.6 TDI 120	£17500	84	118	9	1.2 TFSI 180 S line	£22745	108	114	15	2.0 TDI 177 Black Edition	£33250	175	126	28
1.4 TB Multiair 170 TCT	£22740	168	134	23	AT1 122 Sport	★★★★★				1.4 TFSI 125 SE	£20495	123	117	16	2.0 TDI 177 quattro SE	£31810	175	139	27
1.4 TB Multiair 170 Sportiva	£24035	168	121	23	1.4 TFSI 122 Sport auto	£17815	121	119	15	1.4 TFSI 150 SE ACT	£21345	148	109	21	2.0 TDI 177 quattro SE Technik	£32180	175	139	27
1.4 TB Multiair 170 Sportiva Nav	£24490	168	123	23	1.4 TFSI 122 S line	£17910	121	124	16	1.4 TFSI 150 Sport ACT	£22745	148	109	21	2.0 TDI 177 quattro S line	£33735	175	139	27
1.4 TDI 150 Progression	£19170	103	114	16	1.4 TFSI 140 Sport	£17215	138	109	19	1.8 TFSI 180 quattro S line	£27450	178	149	25	3.0 TDI 245 quattro Black Edi	£40325	237	154	34
1.6 JTdm-105 Distinctive	£20420	103	114	16	1.4 TFSI 140 S line	£18760	138	109	21	1.6 TDI 110 SE	£21445	108	99	16	A4 CABRIOLET 2dr open	Refined four-door coupe, but short			
1.6 JTdm-105 Excl.	£22170	103	114	16	1.4 TFSI 140 Black Edition	£20010	138	109	21	1.6 TDI 110 Sport	£22845	108	99	15	3.0 TDI 245 quattro	★★★★★			
2.0 JTdm-150 Distinctive	£21720	148	110	20	1.4 TFSI 185 S line	£21420	148	129	28	1.6 TDI 110 S line	£24995	108	99	17	3.0 TFSI 333 quattro	£39500	222	164	33
2.0 JTdm-150 Excl.	£23470	148	110	20	1.4 TFSI 185 Black Edition	£22670	148	129	28	2.0 TDI 184 Sport	£25465	175	110	27	2.0 TDI 177 quattro	£32235	175	153	27
2.0 JTdm-150 Sportiva	£25220	148	110	20	1.4 TFSI 231 S1	£25380	128	162	33	2.0 TDI 184 quattro Sport	£28375	175	126	33	3.0 TDI 245 quattro	£37700	242	161	33
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			1.6 TDI 105 SE	£15175	103	99	14	2.0 TDI 184 S line	£27615	175	110	28	A5 5dr sportback	Refined four-door coupe. Not one			
1.75T	£45000	237	-	50	1.6 TDI 105 Sport	£17015	103	99	14	1.6 TDI 110 SE	£20385	148	110	22	3.0 TDI 245 quattro	★★★★★			
ALPINA					1.6 TDI 105 S line	£18560	139	99	15	1.6 TDI 110 S line	£21550	148	110	22	3.0 TDI 245 quattro	★★★★★			
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★★			2.0 TDI 143 Sport	£18640	122	108	22	1.6 TDI 150 S line	£29635	148	113	23	1.8 TFSI 170 SE Technik	£29900	168	136	27
3.0 S Biturbo	£51350	394	224	-	2.0 TDI 143 S line	£20185	141	108	21	1.6 TDI 150 SE	£26085	148	112	22	2.0 TDI 150	£30100	148	127	24
B4 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			2.0 TDI 143 Black Edition	£21435	141	108	21	1.4 TFSI 150 Sport	£27485	148	113	23	2.0 TDI 150 Black Edition	£35935	148	127	24
an M3	£16100	122	108	22	1.4 TFSI 165 S line	£19070	148	112	18	1.2 TDI 110 S line	£27535	148	112	24	2.0 TDI 177 Black Edition	£34885	175	120	28
3.0 S Biturbo	£50350	394	224	-	1.4 TFSI 165 S line	£20360	148	112	18	1.2 TDI 110 Sport	£28935	148	112	24	2.0 TDI 177 quattro Black Edi	£36540	175	134	28
B3 CONVERTIBLE	Rapid, usable, cheaper alternative to an M3.	★★★★★			1.4 TFSI 165 S line	£19380	138	113	21	1.8 TFSI 180 Sport	£29265	178	149	20	2.0 TDI 177 quattro S line	£34546	175	134	28
3.0 S Biturbo	£56450	394	225	-	1.4 TFSI 165 Black Edition	£23290	148	123	28	1.8 TFSI 180 S line	£32225	178	154	29	2.0 TDI 177 quattro SE	£34745	175	134	27
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.	★★★★★			1.4 TFSI 165 S line	£20130	130	99	16	1.8 TFSI 180 quattro S line	£34375	178	154	32	2.0 TDI 177 SE Technik	£32170	175	128	33
3.0 S Biturbo	£15350	394	225	-	2.0 TDI 143 Black Edition	£22055	141	108	22	1.6 TDI 110 S line	£26185	108	107	17	2.0 TDI 136 SE Technik	£32265	138	117	24
B5 4dr saloon	Rapid, but let down by unconvincing dynamics	★★★★★			1.2 TFSI 86 Sport	£16575	84	118	9	1.6 TDI 86 S line	£27585	148	110	24	2.0 TDI 136 S line	£32265	138	117	24
an M3	£17950	500	255	-	1.2 TFSI 86 S line	£18120	84	118	9	1.6 TDI 86 S line	£29735	108	107	20	2.0 TDI 148 Black Edition	£29695	138	117	23
B7 4dr saloon	Makes sense on an autobahn but not for the UK	★★★★★			1.4 TFSI 122 Sport	£16950	121	126	15	A4 4dr saloon	Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★★			2.0 TDI 177 quattro Black Edi	£37325			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro S line	£35715	175	134	28
2.0 TDI 177 quattro Black Edt	£36790	175	134	28
3.0 TDI 204 S line	£37660	201	129	30
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Edt	£42260	242	149	35
A5 CABRIOLET 2dr open	Appealing. Lower-powered, steel-sprung trim's best	★★★★★		
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38620	148	124	27
2.0 TDI 145 S line	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38705	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	35
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Special Ed	£46110	242	154	39
A6 4dr saloon	The best spring Audi saloon, and one of the most appealing full-stop.	★★★★★		
3.0 BTDI 320 quattro Black Ed	£50750	316	164	44
3.0 BTDI 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	127	35
3.0 TDI 218 quattro Black Edn	£44480	215	138	34
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Edn	£46400	268	138	42
4.0 TFSI 450 S6	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Edn	£36580	187	119	33
A6 AVANT 5dr estate	A capable stress buster. Bit of a giant killer	★★★★★		
3.0 BTDI 320 quattro Black Ed	£52860	316	164	44
3.0 BTDI 320 quattro S line	£50575	316	164	44
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Edn	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 218 quattro Black Edn	£48055	268	144	42
4.0 TFSI 500 S6	£77995	552	223	50
4.0 TFSI 450 S6	£58000	429	219	47
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
2.0 TDI 190 Ultra Black Edn	£38580	187	124	33
A6 218 SE	£40095	215	125	34
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 227 quattro S line	£43415	268	138	41
3.0 BTDI 320 quattro SE	£48125	316	164	43
A6 ALLROAD 5dr estate	Rugged 4x4. Even more pricy	★★★★★		
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BTDI 313 quattro	£50115	308	151	34
A7 SPORTBACK 5dr hatch	A good mix of luxury, practicality and power	★★★★★		
3.0 BTDI 313 quattro Black Ed	£56800	309	166	42
3.0 BTDI 313 quattro S line	£54450	309	166	42
3.0 BTDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	135	33
3.0 TDI 204 quattro Black Ed	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	35
3.0 TDI 245 quattro Black Ed	£53155	242	156	41
3.0 TDI 310 quattro Black Ed	£52620	296	190	41
3.0 TFSI 310 quattro S line	£49120	296	190	40
3.0 TFSI 310 quattro S line	£50910	296	190	41
4.0 TFSI 420 S7	£62345	414	225	43
4.0 TFSI R57	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 S line quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41
4.2 FSI 430 V8	Usable, but no less involving and dramatic for it. V10 is brutal	★★★★★		
5.2 FSI 525 V10	£98735	424	332	50
5.2 FSI 525 V10	£114835	518	346	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
AB 4dr saloon	Stylish, comfortable and solid. A convincing exec saloon	★★★★★		
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£64285	208	146	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exec	£67890	308	183	46
BAC				
MONO 2dr open	An F-22 Raptor for the road. Only better built	★★★★★		
Mono 2.3	£111168	280		
BENTLEY				
CONTINENTAL GT 2dr coupé	A brilliant Audi V8-inspired reboot	★★★★★		
CONTINENTAL GT CONVERTIBLE 2dr open	A brilliant Audi V8-inspired reboot	★★★★★		
4.0 V8	£136250	500	250	54
6.0 W12 GT Speed	£151100	616	338	50
6.0 W12 GT Speed	£167900	616	347	50
MULSANNE 4dr saloon	Effortless and graceful. Great driving position	★★★★★		
6.75 V8	£224700	506	393	-
FLYING SPUR 4dr saloon	A genuine luxury saloon. Superb inside. As it should be	★★★★★		
6.0 W12 Mulliner	£150220	616	343	50
BMW				
13 5dr hatch	Superb really, but pricey and not free from the usual electric car practicality issues	★★★★★		
13 EV	£30680	168	0	21
13 EV Range Extender	£33830	168	13	21
1 SERIES 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★		
118i	£24390	215	137	22
118i ES	£17775	101	127	12
118i SE	£18345	101	127	12
1 SERIES 4dr saloon	A new standard. Almost flawless in every regard	★★★★★		
118i Sport	£19475	101	132	17
118i SE	£19895	134	125	17
118i xDrive SE	£20215	134	125	15
118i Sport	£23375	134	115	15
118i M Sport	£24215	134	115	15
118i SE	£24205	148	109	17
118i ES	£24555	148	109	18
118i M Sport	£26205	148	109	18
118i Sport	£27205	148	114	18
118i SE	£28410	130	114	18
118i xDrive SE	£30965	181	124	27
12 SERIES ACTIVE TOURER 5dr mpv	BMW's front-drive hatch is a proper contender	★★★★★		
121i SE	£22125	134	115	15
121i Sport	£23375	134	115	15
121i M Sport	£25125	134	120	16
121i SE	£24205	148	109	17
121i Sport	£25455	148	109	18
121i M Sport	£26205	148	109	18
121d	£27205	148	114	18
121d	£28410	130	114	18
121d xDrive	£30965	181	124	27
121d EfficientDynamics	£30175	161	109	31
121d xDrive SE	£30275	181	128	30
121d Sport	£32075	181	128	30
121d M Sport	£32575	181	128	30
121d EfficientDynamics	£32675	181	128	30
121d xDrive M Sport	£32775	181	128	30
121d Sport	£335d xDrive M Sport	£34185	306	139
121d xDrive SE	£34285	315	188	39
121d EfficientDynamics	£34385	315	188	39
121d Sport	£34485	148	122	44
121d M Sport	£34585	148	122	44
121d EfficientDynamics	£34685	148	122	44
121d xDrive M Sport	£34785	148	122	44
121d Sport	£34885	148	122	44
121d M Sport	£34985	148	122	44
121d EfficientDynamics	£35085	148	122	44
121d xDrive M Sport	£35185	148	122	44
121d Sport	£35285	148	122	44
121d M Sport	£35385	148	122	44
121d EfficientDynamics	£35485	148	122	44
121d xDrive M Sport	£35585	148	122	44
121d Sport	£35685	148	122	44
121d M Sport	£35785	148	122	44
121d EfficientDynamics	£35885	148	122	44
121d xDrive M Sport	£35985	148	122	44
121d Sport	£36085	148	122	44
121d M Sport	£36185	148	122	44
121d EfficientDynamics	£36285	148	122	44
121d xDrive M Sport	£36385	148	122	44
121d Sport	£36485	148	122	44
121d M Sport	£36585	148	122	44
121d EfficientDynamics	£36685	148	122	44
121d xDrive M Sport	£36785	148	122	44
121d Sport	£36885	148	122	44
121d M Sport	£36985	148	122	44
121d EfficientDynamics	£37085	148	122	44
121d xDrive M Sport	£37185	148	122	44
121d Sport	£37285	148	122	44
121d M Sport	£37385	148	122	44
121d EfficientDynamics	£37485	148	122	44
121d xDrive M Sport	£37585	148	122	44
121d Sport	£37685	148	122	44
121d M Sport	£37785	148	122	44
121d EfficientDynamics	£37885	148	122	44
121d xDrive M Sport	£37985	148	122	44
121d Sport	£38085	148	122	44
121d M Sport	£38185	148	122	44
121d EfficientDynamics	£38285	148	122	44
121d xDrive M Sport	£38385	148	122	44
121d Sport	£38485	148	122	44
121d M Sport	£38585	148	122	44
121d EfficientDynamics	£38685	148	122	44
121d xDrive M Sport	£38785	148	122	44
121d Sport	£38885	148	122	44
121d M Sport	£38985	148	122	44
121d EfficientDynamics	£39085	148	122	44
121d xDrive M Sport	£39185	148	122	44
121d Sport	£39285	148	122	44
121d M Sport	£39385	148	122	44
121d EfficientDynamics	£39485	148	122	44
121d xDrive M Sport	£39585	148	122	44
121d Sport	£39685	148	122	44
121d M Sport	£3978			

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model		
3 SERIES 5dr touring More of the same. Less of a wow factor, but still as good as it gets. ★★★★★					420i xDrive Luxury	£33460	181 159 31			420i M Sport	£33460	181 159 31			520i M Sport	£35965	181 159 37	740i M Sport	£66950	316 184 47		18 Zdr coupe BMW's electric supercar is fast and friendly clever. Cheap to run, too. ★★★★★
316i ES	£24870	136 143 23	428i SE	£32820	242 154 33	528i Luxury	£39495	242 147 41	750i M Sport	£71515	443 199 48	1.5	£99845	357 49 50		BMW's electric supercar is fast and friendly clever. Cheap to run, too. ★★★★★	£20195	154 148 22				
316i SE	£25720	136 143 23	428i Sport	£34320	242 154 33	528i M Sport	£39530	242 152 41	750i M Sport	£76790	443 199 49				1.6 HDI 90 VTR	£16355	91 104 15					
316i Sport	£26720	136 143 23	428i Luxury	£35320	242 154 34	535i Luxury	£44685	302 174 42	760i SE	£102015	537 314 50				1.6 HDI 90 VTR+	£18105	91 104 16					
320d EfficientDynamics	£30075	161 112 31	428i M Sport	£35820	242 156 34	550i Luxury	£57610	402 199 46	760i M Sport	£104260	537 314 50				1.6 HDI 115 VTR	£18965	110 100 18					
320d EfficientDynamics Business	£31475	161 112 31	435i Luxury	£41025	302 185 36	550i Sport	£57910	402 206 47	730i SE	£58275	255 144 45				1.6 HDI 115 VTR+	£20365	110 100 18					
320d Sport	£31075	181 121 31	435i M Sport	£41665	302 189 36	ActiveHybrid 5 SE	£47790	335 149 44	730i SE	£67455	255 144 45				2.0 HDI 150 Excl.	£21185	148 130 23					
320d xDrive SE	£31705	181 133 30	M4	£56650	425 204 42	ActiveHybrid 5 Luxury	£48825	335 159 44	730d M Sport	£63505	255 148 45				2.0 HDI 150 Excl.	£21185	148 130 23					
320i SE	£27905	181 151 30	420d SE	£31795	181 124 29	ActiveHybrid 5 M Sport	£50625	335 163 44	730d M Sport	£66650	255 148 46				1.6 HDI 155 Excl.	£20195	154 148 22					
320i xDrive Luxury	£31905	181 160 31	420d Sport	£33295	181 124 30	4.4 V8 M5	£37950	552 232 49	740d SE	£65465	309 149 47				1.6 HDI 155 VTR	£16355	91 104 15					
320i xDrive M Sport	£32405	181 160 31	420d Luxury	£34295	181 124 30	518d SE	£30865	141 114 30	740d M Sport	£70740	309 149 48				1.6 HDI 155 VTR+	£18965	110 100 18					
320i xDrive SE	£29405	181 160 30	420d M Sport	£34795	181 127 30	518d Luxury	£33665	141 119 31	ActiveHybrid 7 SE	£66200	459 158 47				1.6 HDI 155 VTR+	£20365	110 100 18					
320i xDrive Sport	£30405	181 160 30	420d xDrive SE	£33295	181 126 29	518d M Sport	£34155	141 121 31	ActiveHybrid 7L SE	£69300	459 158 48				2.0 HDI 150 Excl.	£21185	148 130 23					
325d Luxury	£34505	215 149 36	420d xDrive Sport	£34795	181 126 29	520d SE	£33655	181 114 33	ActiveHybrid 7L M Sport	£74575	459 158 48				2.0 HDI 150 Excl.	£21185	148 130 23					
325d M Sport	£35005	215 134 36	420d xDrive Luxury	£35795	181 126 29	520d Luxury	£35165	181 119 34	ActiveHybrid 7L Sport	£74950	459 158 48				2.0 HDI 150 Excl.	£21185	148 130 23					
325d SE	£32005	215 134 36	420d xDrive M Sport	£36295	181 129 29	520d M Sport	£35165	181 124 34	drive, poor cabin finish	★★★★★					1.6 HDI 100 Touch	£15390	99 87 18					
328i SE	£31105	242 159 35	425d SE	£34730	215 131 33	525d SE	£36980	215 129 39	720d 25d xLine	£35240	155 152 46				1.6 HDI 100 Feel	£16590	99 87 18					
328i Sport	£32105	242 159 34	425d Sport	£36230	215 131 34	525d Luxury	£39910	215 134 40	720d 20i SE	£27280	181 176 28				1.6 HDI 100 Flair	£17990	99 88 18					
330d xDrive SE	£36920	255 142 40	425d Luxury	£37230	215 131 34	525d M Sport	£39910	215 134 40	720d 20i Sport	£28280	181 176 28				1.6 HDI 92 Feel	£16766	89 92 16					
335d xDrive Luxury	£42320	309 148 43	425d M Sport	£37370	215 135 34	530d SE	£41455	241 134 43	720d xLine	£29280	181 178 29				1.6 HDI 92 Flair	£18190	89 94 16					
335d xDrive M Sport	£42820	309 148 43	430d Luxury	£39615	242 159 40	530d M Sport	£42170	241 144 43	720d M Sport	£30280	181 178 29				1.6 HDI 92 Flair	£18190	89 94 16					
335i Luxury	£39060	302 189 37	430d xDrive Luxury	£41245	255 137 40	535d SE	£48920	308 143 45	720d 18d SE	£24230	114 128 18				1.6 HDI 92 Flair	£18190	89 94 16					
335i M Sport	£39560	302 189 38	430d xDrive M Sport	£41760	255 141 40	535d M Sport	£48920	308 145 45	720d 18d SE	£25330	141 128 22				1.6 HDI 92 Flair	£18190	89 94 16					
320i Sport	£28905	181 150 32	435d xDrive Luxury	£44455	308 143 41	530d SE	£41455	241 134 43	720d xLine	£26330	141 128 22				1.6 HDI 92 Flair	£18190	89 94 16					
320i Luxury	£30405	181 152 31	435d xDrive M Sport	£45045	308 146 41	530d M Sport	£41455	241 134 43	720d xLine	£26830	141 128 22				1.6 HDI 92 Flair	£18190	89 94 16					
320i M Sport	£30905	181 152 31	435d Zdr open	★★★★★		package 520d the best	★★★★★		720d xLine	£28330	141 128 22				1.6 HDI 92 Flair	£18190	89 94 16					
328i Luxury	£33605	242 159 36	435d xDrive Luxury	£37105	181 133 31	540d SE	£35815	141 127 31	720d M Sport	£28730	141 144 22				1.6 HDI 92 Flair	£18190	89 94 16					
328i M Sport	£34105	242 159 36	435d xDrive Sport	£37105	181 133 31	540d M Sport	£35815	141 127 31	720d xLine	£28730	141 144 22				1.6 HDI 92 Flair	£18190	89 94 16					
316d ES	£26875	114 220 32	420d M Sport	£40380	181 138 31	535i Luxury	£46940	302 179 42	720d 18d M Sport	£29830	141 144 22				1.6 HDI 92 Flair	£18190	89 94 16					
316d SE	£27725	114 220 32	420d SE	£37380	181 133 30	535i M Sport	£46940	302 179 42	720d Efficient Dynamics	£27670	161 119 24				1.6 HDI 92 Flair	£18190	89 94 16					
316d Sport	£28725	114 220 32	420d Sport	£38880	181 133 30	520i SE	£35355	181 157 36	720d Eff. Dyn. Business	£28160	181 119 24				1.6 HDI 92 Flair	£18190	89 94 16					
318d SE	£28975	141 123 24	428i Luxury	£40220	242 159 36	520i Luxury	£38165	181 162 37	720d SE	£27760	181 129 24				1.6 HDI 92 Flair	£18190	89 94 16					
318d Sport	£29975	141 123 24	428i M Sport	£40720	242 163 37	520i M Sport	£38165	181 162 37	720d Sport	£27760	181 129 24				1.6 HDI 92 Flair	£18190	89 94 16					
318d Luxury	£31475	141 123 25	428i SE	£37120	242 159 36	520d SE	£38895	242 149 40	720d Sport	£28260	181 125 25				1.6 HDI 92 Flair	£18190	89 94 16					
318d M Sport	£31975	141 123 25	428i Sport	£37120	242 159 36	520d Luxury	£38895	242 149 40	720d Sport	£28260	181 125 25				1.6 HDI 92 Flair	£18190	89 94 16					
320d SE	£30075	181 125 31	430d Sport	£45700	255 144 41	520d M Sport	£41215	215 141 40	720d 20d SE	£32950	181 143 30				1.6 HDI 92 Flair	£18190	89 94 16					
320d Luxury	£32575	181 125 31	430d xDrive Luxury	£45860	255 130 39	518d SE	£30260	141 122 30	720d 20d xLine	£30260	181 145 25				1.6 HDI 92 Flair	£18190	89 94 16					
320d M Sport	£33075	181 125 31	435i Sport	£46180	302 195 39	518d Luxury	£30565	141 127 31	720d 20d Sport	£31260	181 145 25				1.6 HDI 92 Flair	£18190	89 94 16					
320d xDrive Sport	£32705	181 133 30	M4	£61145	242 213 45	520d M Sport	£31625	181 149 36	720d 20d	£33765	181 127 33	X3 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d xDrive Luxury	£34205	181 133 31	420i SE	£34910	181 154 31	520d Luxury	£31625	181 149 36	720d 20d	£33765	181 127 33	X3 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d xDrive M Sport	£34705	181 133 31	420i Sport	£34910	181 154 31	520d M Sport	£31625	181 149 36	720d 20d	£33765	181 127 33	X3 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d xDrive SE	£35205	181 161 31	420i SE	£34795	181 149 29	520d M Sport	£31625	181 149 36	720d 20d	£33765	181 127 33	X3 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d xDrive Sport	£36705	181 161 31	420i Sport	£34795	181 149 29	520d M Sport	£31625	181 149 36	720d 20d	£33765	181 127 33	X3 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d SE	£32405	242 156 35	420i Luxury	£32625	181 149 29	520d Sport	£34155	241 144 40	720d 20d	£34925	305 157 43	X4 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d M Sport	£34050	242 156 35	420i xDrive Sport	£32625	181 149 29	520d M Sport	£34155	241 144 40	720d 20d	£34925	305 157 43	X4 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d xDrive Sport	£34705	242 156 35	420i xDrive Luxury	£32625	181 149 29	520d M Sport	£34155	241 144 40	720d 20d	£34925	305 157 43	X4 5dr 4x4	★★★★★				1.6 HDI 92 Flair	£18190	89 94 16			
320d M Sport	£35205	242 156 35	420i xDrive M Sport	£32625	181 149 29	520d M Sport	£34															

Make and Model

	Price	Bhp	CO ₂ g/km	Insurance group
1.6 HDi 90 VTR	£18450	91 110 15	500	3dr hatch
1.6 HDi 90 VTR+	£19710	91 110 15	500	3dr hatch
1.6 e-HDi 90 VTR+ ETG6	£20410	91 98 15	500	3dr hatch
1.6 e-HDi 115 VTR+	£20510	113 105 18	500	3dr hatch
1.6 e-HDi 115 VTR+ ETG6	£21010	113 104 18	500	3dr hatch
1.6 e-HDi 115 Excl.	£21810	113 105 17	500	3dr hatch
1.6 e-HDi 115 Excl.+	£24210	113 105 18	500	3dr hatch
2.0 Blue HDi 150 Excl.	£23010	148 110 24	1.2	1.2 Colour Therapy
2.0 Blue HDi 150 Excl.+	£25410	148 113 24	1.3	MultiJet 60
GRAND C4 PICASSO 5dr mpx	£19900	94 110 15	500	3dr hatch
improved dynamic make for a better car	★★★★★	500	3dr hatch	
0.9 TwinAir 85 Lounge	£18220	98 113 15	500	3dr hatch
0.9 TwinAir 85 S	£18370	84 92 12	500	3dr hatch
0.9 TwinAir 85 S	£18470	84 92 12	500	3dr hatch
0.9 TwinAir 85 Colour Therapy	£18420	84 99 10	500	3dr hatch
0.9 TwinAir 85 S	£18720	84 99 10	500	3dr hatch
0.9 TwinAir 105 Cuit	£18220	148 113 21	500	3dr hatch
0.9 TwinAir 105 Cuit	£18220	148 113 22	1.2	1.2 Pop
1.6 THP 155 Excl.	£25420	154 142 22	1.2	1.2 Pop
1.6 e-HDi 90 ETG6 VTR	£20850	91 98 15	1.2	1.2 Lounge
1.6 e-HDi 115 VTR+	£22110	91 98 15	1.2	1.2 S
1.6 e-HDi 115 VTR+	£22210	113 105 19	1.2	1.2 Cult
1.6 e-HDi 115 Excl.	£23510	113 105 18	1.4	T-Jet Abarth
1.6 e-HDi 115 Excl.+	£25910	113 105 19	1.3	MultiJet Lounge
2.0 Blue HDi 150 Excl.	£24710	148 110 24	1.3	MultiJet 5
2.0 Blue HDi 150 Excl.+	£27110	148 113 25	1.3	MultiJet Cult

Dacia

SANDERO 5dr hatch	A clever budget prospect. But its limitations are unavoidable	★★★★★
0.9 TCe Ambiance	£7595	89 116 6
0.9 TCe Laureate	£8795	89 116 7
0.9 TCe Stepway Ambiance	£8395	89 124 7
0.9 TCe Stepway Laureate	£9995	89 124 8
LOGAN MCY 5dr estate	Lacks its stabilities charm. Certainly retains the cheap	★★★★★
0.9 Ambiance	£8595	89 116 9
0.9 Laureate	£9795	89 116 11
1.2 Access	£6995	74 135 4
1.2 Ambiance	£6795	74 135 4
1.2 Laureate	£7995	74 135 4
1.5 dCi Ambiance	£8595	89 99 10
1.5 dCi Laureate	£9795	89 99 10
1.5 dCi Stepway Ambiance	£9395	89 105 10
1.5 dCi Stepway Laureate	£10995	89 105 11
DUSTER 5dr 4x4	Cheap, but cheerfully robust. Surprisingly convincing presence	★★★★★
1.6 16v 105 Access 2WD	£9495	103 165 6
1.6 16v 105 Cross 4WD	£11195	103 185 5
1.5 dCi 110 Ambiance 2WD	£11995	106 130 10
1.5 dCi 110 Ambiance 4WD	£13995	107 135 10
1.5 dCi 110 Laureate 2WD	£13495	106 130 11
1.5 dCi 110 Laureate 4WD	£15495	107 135 10

FERRARI

F12 2dr coupé	Proper V12 Ferrari with serious exclusivity and appeal	★★★★★
6.3 V12	£239352	730 350 50
FF 2dr coupé	Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★
6.3 V12	£227077	651 360 50
CALIFORNIA 2dr open	Sleek, comfortable and fast. A real improvement	★★★★★
4.3 V8	£152085	483 270 50
3.9 V8 T	£154490	552 250 50
458 2dr coupé	The complete supercar. Calm ride, explosive performance	★★★★★
4.5 V8 Italia	£178461	570 307 50
458 SPIDER 2dr open	The complete supercar. Minus roof. A world-class head turner	★★★★★
4.5 V8	£198906	570 275 50

FIAT

PANDA 5dr hatch	Cheap, practical and very nearly spot on	★★★★★
0.9 TwinAir 85 4x4 Antarctica	£14995	84 105 6
0.9 Twinair 85 Trekking	£12795	84 105 6
1.3 MultiJet 75 4x4 Antarctica	£15995	74 125 7
0.9 Twinair 85 Easy	£11095	84 99 7
0.9 Twinair 85 Lounge	£11595	84 99 7
0.9 Twinair 85 4x4	£14295	84 114 7
1.2 Pop	£9095	68 120 3
12 Easy	£9895	68 120 4
1.2 Lounge	£10395	68 120 3
1.3 MultiJet 75 Pop	£11295	74 104 7
1.3 MultiJet 75 Easy	£12095	74 104 7
1.3 MultiJet 75 Lounge	£12595	74 104 7
1.3 MultiJet 75 Trekking	£13795	74 109 7
1.3 MultiJet 75 4x4	£15295	74 125 7

BMW

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AUTOCAR TOP FIVES

Sport coupés

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

Price

Bhp

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Bhp

CO₂ g/km

Insurance group

Make and Model

Price

Bhp

CO₂ g/km

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RANGE PRICES FROM: £25,950 (+VAT). Fuel consumption mpg(L/100km): urban 17 - 33.6 (16.4-8.4) extra urban 36 - 54.3 (7.9 - 5.2) combined 26 - 44.1 (11.0 - 6.4) CO₂: 282 - 143g/km



Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
MONDEO 5dr estate	A vast and enjoyable estate. Reasonably priced.	★★★★★			1.2 i-VTEC S	£12690	89	123	13	1.4 CRDi 90 Premium	£15725	89	106	12	OX70 5dr 4x4	Big, powerful SUV. None of the finesse of the X5 or Range Rover	★★★★★			3.6 V6 Rubicon	£31595	276	273	22	CAREN 5dr mpv	Nicely up to scratch now, but no class leader.	★★★★★		
1.5T EcoBoost 160 Titanium	£23495	158	134	23	1.3 i-MA Hybrid HE	£17150	97	104	16	130 3dr hatch	As good as we've come to expect, but not one inch better	★★★★★			3.7 V6 GT	£42525	315	282	24	2.8 CRD Overland	£32830	197	217	25	1.7 CRD 3 Sat Nav ISG	£25050	136	132	16
1.5T EcoBoost 160 Zetec	£22295	158	134	23	1.3 i-MA Hybrid HE-T	£18145	97	104	16					1.4 CRD 90 Premium	£16725	89	106	12	2.8 CRD Sahara	£30680	197	217	24	1.6 GDI 1 ISG	£17995	133	149	13	
1.6 TDCi 115 Style	£20245	113	94	17	1.3 i-MA Hybrid HS	£17650	97	104	16	1.6 i200 Sport Nav	£18720	118	149	11	1.4 i100 Class	£14605	98	139	7	1.4 CRD 90 Premium	£46975	315	282	24	1.6 GDI 2 ISG	£19400	133	149	13
1.6 TDCi 115 Titanium	£24245	113	94	17	1.3 i-MA Hybrid HS-T	£18645	97	104	16	1.4 i100 Active	£15805	98	143	7	5.0 V8 S Premium	£54025	385	307	49	CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★			1.6 GDI 111 ISG	£19390	114	124	12
1.6 TDCi 115 Zetec	£23045	113	94	17	1.3 i-MA Hybrid HS-X	£19250	97	104	16	1.6 i100 Active	£15805	98	143	7	5.0 V8 S Premium	£54025	385	307	49	1.7 CRD 114 ISG	£20795	114	124	12					
2.0 TDCi 150 Style	£22795	148	134	23	1.3 i-MA Hybrid HK-T	£20245	97	104	17	1.6 i200 Sport	£17600	118	149	10	3.0 d5 GT	£42370	235	225	49	2.0 Longitude 140 FWD	£25495	138	139	27	1.7 CRD 132 2 Au	£22200	136	159	17
2.0 TDCi 150 Titanium	£24745	148	134	23	1.4 i-TEC EX	£15995	99	129	16	1.6 i200 Blue Drive Active	£18090	109	101	11	3.0 d5 GT Premium	£46820	235	225	49	2.0 Longitude 140	£31195	138	139	24	1.7 CRD 134 3 ISG	£24100	136	132	16
2.0 TDCi 150 Titanium Econetic	£24995	148	134	23	1.4 i-TEC EX-L	£17195	99	129	16	1.6 i200 Sport	£19590	126	108	13	3.0 d5 S	£44470	235	225	49	2.0 Longitude 140	£27495	138	147	-	SPORTAGE 5dr 4x4	Good ride, handling and usability	★★★★★		
2.0 TDCi 150 Zetec	£23795	148	134	23	1.4 i-TEC EX-T	£16990	99	129	16	1.6 i200 Sport Nav	£20710	126	108	13	3.0 d5 S Premium	£48920	235	225	49	2.0 Longitude 170 Au	£33195	138	147	-					
2.0 TDCi 180 Titanium	£25495	178	115	27	1.4 i-TEC EX-T	£18190	99	129	16	130 5dr hatch	As good as we've come to expect, but not one inch better	★★★★★			2.0 Longitude 170 Au	£29995	168	-	29	1.7 CRD 4 20W ISG	£25000	114	143	14					
2.0 EcoBoost 240 Titanium	£26995	237	169	-	1.4 i-TEC SI	£14995	99	129	16	1.6 i200 Sport	£17600	118	149	10	3.0 d5 GT	£42370	235	225	49	1.7 CRD 132 2 Au	£22200	136	159	17					
KUGA 5dr 4x4	Bigger Kuga has taken a styling step backwards, but the strengths remain.	★★★★★			1.4 i-TEC S	£15120	98	139	7	1.4 i100 Class	£16310	98	139	7	1.4 i100 Active	£16310	98	139	7	1.6 GDI 2 ISG	£19800	133	149	15					
CIVIC 5dr hatch	A real contender, but the lack of rear legroom is a hindrance	★★★★★			1.4 i-TEC S	£16995	99	129	8	1.4 i100 Style	£17310	98	143	7	2.0 200 SE	£26995	197	179	-	2.0 Longitude 140 FWD	£32195	168	-	29	1.7 CRD 2 2WD ISG	£19100	114	135	-
2.0 TDCi 180 Titanium X Sport	£30245	178	135	22	1.4 i-TEC S	£17990	99	129	7	1.4 i100 Style	£18430	98	143	7	2.0 200 Prestige	£27995	197	179	-	GRAND CHEROKEE 5dr 4x4	The best. Jeep.	★★★★★							
1.6t EcoBoost 180 X Sport	£28350	148	134	23	1.4 i-TEC S	£26460	98	116	16	1.6 i200 Active auto	£17710	118	159	9	2.0 200 R-Sport	£29745	197	179	-	1.7 CRD 134 3 ISG	£24100	136	132	16					
2.0 TDCi 140 Titan X Sport	£29750	138	139	22	1.6 i-TEC S	£20375	118	94	15	1.6 i200 Premium	£20425	118	149	9	2.0 240 R-Sport	£30395	237	179	-	1.7 CRD 134 3 ISG	£24100	136	132	16					
2.0 TDCi 163 Titanium X Sport	£31750	138	134	22	1.6 i-TEC S	£21960	118	94	15	1.6 i200 Blue Drive Active	£17495	109	97	11	2.0 240 Portfolio	£33745	237	179	-	1.7 CRD 134 3 ISG	£24100	136	132	16					
1.6t EcoBoost 180 Zetec	£21000	148	134	23	1.6 i-TEC S	£22505	116	94	15	1.6 CRD 110 Blue Drive Active	£18955	109	97	11	3.0 d5 C 340 S	£48470	315	394	-	1.6 GDI 2 ISD	£17500	133	158	14					
1.5T EcoBoost 200 ZWD	£21000	148	134	23	1.6 i-TEC S	£24365	118	94	16	1.6 i200 Blue Drive	£19895	126	100	13	2.0 200 SE	£29795	161	99	17	1.6 GDI 2 ISD	£19800	133	149	15					
1.5T EcoBoost 180 Zetec	£21000	148	134	23	1.6 i-TEC S	£20920	116	94	15	1.6 i200 Blue	£22415	126	108	13	2.0 200 Prestige	£30775	161	99	-	1.6 GDI 2 ISD	£19800	133	149	15					
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one inch better	★★★★★			2.0 200 R-Sport	£22415	126	108	13	GRAND CHEROKEE 5dr 4x4	Hamstrung by poor UX design.	★★★★★							
1.6t EcoBoost 180 X Sport	£22645	148	134	23	1.6 i-TEC S	£25255	99	145	16	1.6 CRD 128 Blue Drive	As good as we've come to expect, but not one																		



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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
LEXUS																													
CT 5dr hatch	Makes sense only as a company car. Not fun	★★★★★	190	20	2.0 165 Sport Nav	£1920	162	135	22	2.20 150 SE	£19645	148	107	23	2.20 150 SE Nav	£20245	148	107	24	2.20 150 SE-L	£21145	148	107	24	2.20 150 SE+1 Nav	£21745	134	94	19
200h S	★★★★★	190	20	20	2.20 150 SE	£19645	148	107	24	2.20 150 SE-L	£21145	148	107	24	2.20 150 SE+1 Nav	£21745	134	94	19	2.20 150 Sport Nav	£2245	148	107	24	2.20 150 Sport Nav	£2245	134	94	19
200h Advance	★★★★★	190	20	20	2.20 150 Sport Nav	£2245	148	107	24	2.20 150 SE	£21995	148	107	24	2.20 150 Sport Nav	£2245	148	107	24	2.20 150 Sport Nav	£2245	134	94	19					
200h Luxury	★★★★★	190	20	20	2.20 150 Sport Nav	£2245	134	94	19	2.20h F Sport	£26995	134	94	19	2.20h F Sport	£26995	134	94	19	2.20h F Sport	£2745	134	94	21					
200h Premier	★★★★★	190	20	20	2.20 150 Sport Nav	£2245	134	94	19	2.20 150 SE	£19595	143	129	19	2.20 150 SE	£19595	143	129	19	2.20 150 SE	£19595	143	129	19					
IS 4dr saloon	Sleek junior exec, well made and interesting. Needs a better diesel	★★★★★	193	22	2.20 150 SE	£19595	143	129	19	2.20 150 SE	£20245	148	107	24	2.20 150 SE	£21145	148	107	24	2.20 150 SE	£21745	134	94	19					
250 SE	£26495	204	199	32	2.20 150 SE	£20245	148	107	24	2.20 150 SE	£21145	148	107	24	2.20 150 SE	£21745	134	94	19	2.20 150 SE	£21745	134	94	19					
250 Luxury	£27995	204	199	33	2.20 150 SE	£21095	143	129	19	2.20 150 SE	£22405	162	135	19	2.20 150 SE	£22405	162	135	19	2.20 150 SE	£22405	162	135	19					
250 F Sport	£30495	204	213	33	2.20 150 SE	£22095	148	108	21	2.20 150 SE	£22095	148	108	21	2.20 150 SE	£22095	148	108	21	2.20 150 SE	£22095	148	108	21					
250 Premier	£34595	204	213	33	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
GS 4dr saloon	Refreshingly different, but lacks a diesel engine	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
LS 4dr saloon	Uninspiring luxury badge with a huge price tag attached	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 SE	£31495	179	109	31	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 Luxury	£31495	179	113	31	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 F Sport	£31495	179	113	33	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 Premier	£34745	179	113	33	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
GS 5dr hatch	Some good ideas, but dramatically off the pace to drive	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 SE	£31495	179	109	31	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 Luxury	£31495	179	113	31	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 F Sport	£31495	179	113	33	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
300 Premier	£34745	179	113	33	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
LOTUS																													
ELISE 2dr open	Pure sports car. Great chassis and steering, low running costs	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
1.6 Club Racer	£28500	134	149	43	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
16	£29050	134	149	43	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
1.6 Sport	£30650	134	149	43	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
1.8 S	£37205	217	117	43	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
EXIGE 2dr coupé	Sharp, uncompromising track car. Unforgiving on road	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
3.5 V6	£54610	245	236	47	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
EVORA 2dr coupé	Sublime combination of pliant ride and sweet handling	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
3.5 V6	£53080	216	217	50	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
3.5 V6+ 2	£54690	216	217	50	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
3.5 V6 Sp. Racer	£58850	216	217	50	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
MCLAREN																													
650S 2dr coupé	Extraordinary pace and handling. The car the 12C should have been	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
MX-5 COUPE CABRIOLET 2dr cc	As above, but with a nifty folding hard top.	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
50IS 2dr open	More of the same, although noisier - and better for it	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
550IS 2dr open	More of the same, but with a nifty folding hard top.	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
MC LAREN																													
A-CLASS 5dr hatch	Desirability on message; ride isn't great. Six-pot engines best.	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
E-CLASS 5dr estate	Return to the old Merc qualities. Tired, refined and relaxing	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21					
E-CLASS 5dr hatch	Return to the old Merc hatch. Stellar cabin and polished drive	★★★★★	193	22	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£22795	148	108	21	2.20 150 SE	£													

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★☆					3.8 Carrera 4S 3.8 Carrera 4S	£97970	395	236	50	1.6 VVT 110 Dyn'que TomTom 1.6 VVT 110 Dyn'que TomTom	£18750	109	159	15	1.4 85 SE
1.2 PureTech 110 Access	£17145	108	109	13	3.8 Targa 4S	£97320	395	237	50	1.5 dci 110 Expr. - S-S	£19245	109	90	16	1.4 85 Toca
1.2 PureTech 110 Active	£18845	108	109	13	3.8 Turbo	£130138	513	231	50	1.5 dci 110 Dyn'que TomTom S-S	£20245	109	90	17	1.2 TSI 105 SE DSG
1.2 PureTech 110 Allure	£20045	81	111	23	918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★★	£151772	552	231	50	1.6 dci 130 Dyn'que TomTom S-S	£20745	109	80	20	1.4 TSI 140 ACI FR
1.2 PureTech 130 Active	£19595	128	109	14	4.6 V8	£657400	875	70	50	1.6 dci 130 GT Line TomTom S-S	£22245	128	104	20	1.2 TDI 175 S A-C
1.2 PureTech 130 Allure	£20795	128	115	15						1.6 dci 130 GT Line TomTom S-S	£22245	128	104	20	1.2 TDI 175 S A-C Ecomotive
1.6 BlueHDi 120 Active	£20745	118	88	21	MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense ★★★★★	£104621	234	175	55	1.6 VVT 110 Dyn'que TomTom	£18750	109	159	15	1.2 TDI 175 SE Ecomotive
1.6 BlueHDi 120 Allure	£21945	118	88	21						1.2 Tce 130 GT Line TomTom EDC	£22245	113	119	15	1.6 TD105 SE
1.6 e-HDI 115 Access	£18345	113	95	18	2.0	£40621	234	175	55	1.5 dci 110 Dyn'que TomTom S-S	£20245	109	90	17	1.2 TSI 105 SE DSG
1.6 e-HDI 115 Feline	£22845	113	100	19	3.0 V6 S	£43990	336	212	40	1.6 dci 110 GT Line TomTom S-S	£21745	109	90	18	1.2 TSI 105 FR
1.6 HDI 115 Active	£20345	113	95	18	3.6 V6 Turbo	£59990	395	216	44	1.6 dci 130 Dyn'que TomTom S-S	£20745	109	80	20	1.4 TSI 140 ACI FR
1.6 HDI 115 Allure	£21545	113	100	19	3.0 V6 S Diesel	£43535	254	164	39	1.6 dci 130 GT Line TomTom S-S	£20845	113	119	15	1.2 TDI 175 S A-C
1.6 HDI 92 Access	£17845	91	99	15	PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless ★★★★★	£18545	240	249	50	1.6 VVT 110 Dyn'que TomTom	£18250	109	159	15	1.2 TDI 175 S A-C Ecomotive
1.6 HDI 92 Active	£19545	91	99	15						1.2 Tce 130 GT Line TomTom EDC	£22245	113	119	15	1.6 TD105 SE
2.0 BlueHDi 150 Active	£21095	148	99	24	3.0 V6 S	£83120	414	204	46	1.6 VVT 110 Dyn'que TomTom	£18750	109	159	15	1.6 TD105 FR
2.0 BlueHDi 150 Feline	£24145	148	105	26	3.0 V6 4S	£86770	414	208	46	1.2 Tce 115 Dyn'que TomTom S-S	£20495	109	90	17	1.6 TDI CR S Ecomotive
508 4dr saloon Very competent and likeable package. 3.0 V6 S-E-hybrid	£30645	201	140	37	3.6 V6 4PDX	£64453	306	196	46	1.6 dci 130 Dyn'que TomTom S-S	£22445	129	104	20	LEON 3dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★
163 HDI the best	★★★★★				3.6 V6 PDK	£68144	306	203	47	1.6 dci 130 GT Line TomTom S-S	£20845	113	119	15	1.2 TDI 175 S A-C
2.2 HDI 200 GT					3.6 V6 4PDX	£94306	424	249	50	1.6 VVT 110 Dyn'que TomTom	£18250	109	159	15	1.6 TD105 SE Ecomotive
1.6 e-HDI 115 Active Nav	£22045	113	114	24	4.8 V8 GTS PDK	£94306	424	249	50	1.6 VVT 110 Dyn'que TomTom	£18250	109	159	15	1.6 TD105 SE Ecomotive
1.6 e-HDI 115 Allure Nav	£24955	113	114	25	4.8 V8 Turbo PDK	£108921	493	239	50	1.2 Tce 130 Dyn'que TomTom XMOD	£23800	261	174	36	1.2 TSI 105 SE
2.0 HDI 140 Active	£22445	140	119	27	4.8 V8 PDK	£132067	562	239	50	1.2 Tce 130 Dyn'que TomTom XMOD	£23800	118	169	19	1.2 TSI 105 SE
2.0 HDI 140 Allure	£25295	140	119	28	3.0 V6	£65634	247	166	46	1.6 dci 110 Dyn'que TomTom S-S	£20495	109	90	17	1.4 TSI 125 SE
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30	3.0 V6 S	£50302	258	179	45	1.6 dci 110 Dyn'que TomTom S-S	£20455	109	124	17	1.4 TSI 140 FR
2.0 HDI 163 Allure Nav Auto	£27195	161	140	30	3.0 V6 S-E-hybrid	£61529	410	79	49	1.6 dci 130 GT Line TomTom S-S	£22445	129	104	20	LEON 3dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★
508 SW 5dr estate As good as saloon, only better looking. ★★★★★					3.6 V6	£50266	296	215	-	1.6 VVT 110 Dyn'que TomTom XMOD	£19360	109	178	19	1.6 TD105 SE Ecomotive
2008 5dr hatch Efficient and well-managed but short on space and style ★★★★★					3.6 V6 S	£61133	414	229	48	1.2 Tce 130 Dyn'que TomTom XMOD	£23800	113	135	18	1.2 TSI 105 S
1.2 VTi 82 Access +	£13195	81	114	10	3.6 V6 GTS	£73438	414	234	-	1.2 Tce 130 Dyn'que TomTom XMOD	£23800	118	169	19	1.2 TSI 105 SE
1.2 VTi 82 Active	£14295	81	114	11	4.8 V8 Turbo	£93773	513	267	50	1.6 VVT 110 Dyn'que TomTom S-S	£20845	110	179	19	1.2 TSI 125 SE
1.2 VTi 82 Allure	£15595	81	114	11	3.0 V6 Diesel	£50302	258	179	45	1.6 VVT 110 Dyn'que TomTom S-S	£20455	109	124	17	1.4 TSI 140 FR
1.6 VTi 120 Allure	£16750	118	135	20	4.8 V8 S Diesel	£62164	380	209	50	1.6 VVT 110 Dyn'que TomTom XMOD	£19360	109	178	19	LEON 5dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★
2008 5dr hatch Efficient and well-managed but short on space and style ★★★★★					3.6 V6	£50266	296	215	-	1.2 Tce 130 Dyn'que TomTom S-S	£20455	113	135	18	1.2 TSI 105 S
1.2 VTi 82 Access +	£13195	81	114	10	3.6 V6 GTS	£73438	414	234	-	1.2 Tce 130 Dyn'que TomTom XMOD	£23800	118	169	19	1.2 TSI 105 SE
1.2 VTi 82 Active	£14295	81	114	11	4.8 V8 Turbo	£93773	513	267	50	1.6 VVT 110 Dyn'que TomTom S-S	£20845	110	179	19	1.2 TSI 125 SE
1.2 VTi 82 Allure	£15595	81	114	11	3.0 V6 Diesel	£50302	258	179	45	1.6 VVT 110 Dyn'que TomTom S-S	£20455	109	124	17	1.4 TSI 140 FR
1.6 VTi 120 Allure	£16750	118	135	20	4.8 V8 S Diesel	£62164	380	209	50	1.6 VVT 110 Dyn'que TomTom XMOD	£19360	109	178	19	LEON 5dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★
PROTON										1.6 VVT 110 Dyn'que TomTom XMOD	£19360	109	178	19	1.2 TSI 105 S
SAVY 5dr hatch Compromise in quality isn't worth the saving. ★★★★★										1.2 Tce 130 Dyn'que TomTom XMOD	£23800	113	140	18	1.6 TD105 SE
1.2 Style	£7995	75	134	18						1.2 Tce 130 Dyn'que TomTom XMOD	£23800	118	169	19	1.2 TSI 105 SE
SATRIA Neo 3dr hatch Best Proton ever, but still unjustifyable. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
1.2 VTi 82 Allure	£15595	81	114	11						1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
1.6 VTi 120 Allure	£16750	118	135	20						1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 4dr saloon Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
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GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
GEN-2 5dr hatch Hugely disappointing despite price. ★★★★★										1.6 dci 110 Dyn'que TomTom XMOD	£20495	109	124	17	1.4 TSI 125 SE
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WHAT'S COMING WHEN



McLaren 675LT

Sitting alongside the 650S in McLaren's newly created Super Series, the 675LT delivers 666bhp from its twin-turbocharged 3.8-litre V8 engine. The 'LT' part of name is a nod to the legendary McLaren F1 GTR Longtail. The 675LT honours that model with its elongated rear end. **Price £260,000 (est)**

Audi A1 April 2015

Audi's entry-level offering is given a fresh look, new technology and revised engines.

Audi RS3 Summer 2015

The RS3 returns with a potent turbo 2.5-litre five-pot as Audi's answer to the Mercedes-Benz A45 AMG.

BMW 3 Series Summer 2015

Headline news in the revised 3-series range is that three-cylinder engines will be offered for the first time.

Citroën DS4 Spring 2015

Blink-and-you'll-miss-'em revisions are planned for Citroën's plush, high-riding hatch.

Ford S-Max Summer 2015

Second-generation S-Max MPV gets styling inspired by the look of the new Mondeo and a fancy new cabin.

Ford Focus ST facelift March 2015

A diesel version of the Focus ST is being offered for the first time as part of the car's facelift.

Honda NSX Late 2015

NSX sports car offers around 550bhp from its hybrid powertrain, which incorporates a V6 engine and three electric motors.

Hyundai Tucson September 2015

Hyundai's Nissan Qashqai rival replaces the outgoing ix35, and in doing so becomes a global product.

Mercedes-Benz E-Class 2016

The next-generation E-Class will take styling cues from the C-Class, GLA and S-Class Coupé.

Volkswagen Golf GTD Estate June 2015

High-performance diesel-powered Golf Estate arrives here in June. It gets a 181bhp 2.0-litre engine.

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Honda Civic Type R

Summer

The new Type R is the fastest and most powerful front-wheel-drive hot hatchback yet made. It is claimed to offer up 306bhp from its turbocharged 2.0-litre engine, is capable of hitting 62mph from rest in 5.7sec and has a top speed of 167mph. It also gets a mechanical limited-slip differential and a so-called Dual Axis Strut front suspension system to help transfer its power to the road. **Price £30,000 (est)**

Make and Model

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
1.2 TSI 105 GreenTech SE	£15880	104	118	13	2.0 TDI 170 Eleg.	£27050	168	122	26	FLASH 5dr hatch	Lots of space and fun to drive but not cheap	★★★★★	★★★★★	★★★★★			
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13	2.0 TDI 170 Eleg. 4x4	£29500	168	149	25	E9599	68	109	7	2.0 V-matic CVT Icon 4WD			
1.2 TSI 105 Sport	£15630	104	125	15	2.0 TDI 170 Laurin & Klement	£29690	168	122	26	E10319	68	109	7	2.0 D-4D Active 2WD			
1.4 TSI 122 SE DSG	£17425	120	134	16	2.0 TDI 170 Laurin & Klement 4x4	£32590	168	149	25	E10799	93	118	11	2.0 D-4D Icon 2WD			
1.4 TSI 122 Eleg. DSG	£18175	120	134	16	2.0 TDI 170 Outdoor 4x4	£29240	168	149	25	E11879	93	118	11	2.0 D-4D Icon 4WD			
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18	2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25	E24340	168	122	25	2.0 D-4D Invincible 2WD			
1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18	2.0 TDI 170 SE	£27050	168	122	26	E10799	93	118	11	2.0 D-4D Invincible 4WD			
1.6 TDI 105 S	£16430	103	114	13	2.0 TDI 170 SE 4x4	£27240	168	149	24	E12700	124	137	27	£27700	124	137	27
1.6 TDI 105 SE	£17380	103	114	13	3.6 V6 FSI Eleg. 4WD	£31935	256	217	34	E10799	93	116	11	2.2 D-4D Icon 4WD			
1.6 TDI 105 Eleg.	£18130	103	114	13	3.6 V6 FSI Laurin and Klement	£34575	256	217	34	E12395	93	116	11	2.2 D-4D Invincible 4WD			
1.6 TDI 105 GreenTech SE	£17630	103	106	15	1.6 TDI 105 Eleg. Greenline	£25375	103	113	17	E14039	93	116	11	AVENTIS 4dr saloon			
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15	1.6 TDI 105 Eleg. Greenline	£25375	103	113	17	E13999	134	147	19	Nothing wrong, but nothing exceptional. Good spec			
RAPID 5dr estate	Estate shape makes most sense of Rapid's skinny body				1.6 Sport	£13999	134	147	19	★★★★★	★★★★★	★★★★★	★★★★★	£17700	145	152	17
1.2 TSI 105 S	£16430	103	114	13	1.2 S	£12105	69	149	15	1.6 Sport	£13999	134	147	19	1.8 V-matic Icon		
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	13	1.2 TSI 85 S	£12750	84	134	9	1.8 V-matic Icon+	£14159	93	116	11	1.8 V-matic Icon+		
1.2 TSI 105 GreenTech SE	£16430	104	118	13	1.2 TSI 85 SE	£14135	84	134	9	1.8 V-matic Icon	£16439	93	116	11	2.0 D-4D Active		
1.2 TSI 105 SE	£16180	104	125	15	1.2 TSI 85 Scout	£14685	84	134	9	1.8 V-matic Icon	£13999	93	116	11	2.0 D-4D Icon		
1.2 TSI 86 GreenTech SE	£14590	84	114	12	1.2 TSI 105 S auto	£14185	104	134	12	1.2 S24	£14639	93	116	11	2.0 D-4D Icon+		
1.2 TSI 86 GreenTech SE	£15730	84	114	12	1.2 TSI 105 SE	£14800	104	134	12	1.6 Sport	£14499	134	147	19	2.0 D-4D Invincible 2WD		
1.2 TSI 86 S	£14340	84	119	11	1.2 TSI 105 Scout	£15350	104	134	12	SWIFT 5dr hatch	£13999	134	147	19	2.0 D-4D Invincible 4WD		
1.2 TSI 86 SE	£15480	84	119	11	1.2 TDI 75 Greenline II	£16325	74	109	9	1.6 Sport	£13999	134	147	19	2.2 D-4D Icon 4WD		
1.4 TSI 122 Eleg. DSG	£18445	120	134	16	1.6 TDI CR 90	£15415	89	124	11	1.6 S22	£12950	118	141	18	2.2 D-4D Icon 4WD		
1.4 TSI 122 G-Cell Eleg. DS	£18105	120	127	15	1.6 TDI CR 90 Scout	£15965	103	142	13	1.6 S25	£15899	118	149	16	2.2 D-4D Invincible 4WD		
1.4 TSI 122 G-Cell Eleg. DS	£18565	120	127	15	1.6 TDI CR 105 S	£15640	104	124	13	SWIFT 5dr hatch	£14639	93	116	11	2.2 D-4D Invincible 4WD		
1.4 TSI 122 SE DSG	£17985	120	134	16	1.6 TDI CR 105 Scout	£16190	104	124	13	1.6 Sport	£14499	134	147	19	AVENTIS 4dr saloon		
1.6 TDI 105 Eleg.	£18390	103	114	13	YETI 5dr 4x4	£16400	106	134	12	1.6 S24	£15499	118	127	13	1.8 V-matic Active		
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	15	1.6 TDI 105 Eleg. and engines	£16400	106	134	12	1.6 S24	£16499	118	127	13	1.8 V-matic Icon		
1.6 TDI 105 GreenTech SE	£18180	103	106	15	1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14	1.6 S27	£17999	118	127	13	1.8 V-matic Icon		
1.6 TDI 105 S	£16790	103	114	13	2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14	1.6 S25	£20249	118	127	14	1.8 V-matic Icon+		
1.6 TDI 105 SE	£17930	103	114	13	2.0 TDI 140 Outdoor SE B'nes 4	£22230	138	152	18	MODEL S 5dr hatch	£20249	118	135	24	2.0 D-4D Active		
1.6 TDI 90 GreenLine	£17195	89	114	9	1.2 TSI 105 S	£16915	103	142	13	1.6 S25	£16999	118	120	20	2.0 D-4D Icon		
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14	1.2 TSI 105 Outdoor S	£16915	103	142	13	1.6 S25	£17999	118	120	20	2.0 D-4D Icon+		
1.6 TDI 90 GreenTech SE	£17530	89	106	14	1.2 TSI 105 SE	£18425	103	142	13	1.6 S25	£19499	118	120	20	2.0 D-4D Icon		
1.6 TDI 90 S	£16140	89	114	13	1.2 TSI 105 Outdoor SE	£18425	103	142	13	1.6 S25	£21299	118	114	18	2.0 D-4D Icon+		
1.6 TDI 90 SE	£17280	89	114	13	1.2 TSI 105 Eleg.	£20250	103	142	13	1.6 S25	£21749	118	114	18	2.0 D-4D Icon		
1.6 TDI 90 Eleg.	£17740	89	114	13	1.2 TSI 105 Outdoor Eleg.	£20250	103	142	13	1.6 S25	£23459	118	114	18	2.0 D-4D Icon		
OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice				1.8 TSI 160 Outdoor L&K 4WD	£25490	158	182	14	GRAND VITARA 5dr 4x4	£18895	166	204	24	2.0 D-4D Icon		
1.6 TDI 105 SE	£17975	104	99	14	1.6 TDI 105 Outdoor S GreenLine	£18405	103	119	14	1.6 S24	£21570	166	204	24	2.0 D-4D Icon		
1.2 TSI 105 S	£16525	104	114	13	1.6 TDI 105 SE GreenLine II	£19915	103	119	14	1.6 S25	£23875	127	174	25	VERSO 5dr mpv		
1.2 TSI 105 SE	£17875	104	114	13	1.6 TDI 105 Outdoor SE GreenLine II	£19915	103	119	14	1.6 S25	£18750	130	153	17	2.0 D-4D Icon with all seats in use		
1.4 TSI 110 SE	£17075	128	121	25	SMART	£18255	109	134	14	1.6 TDI 110 S	£18255	109	134	14	1.6 V-matic Active		
1.8 TSI 180 Laurin & Klement	£26915	104	117	25	1.6 TDI 105 Outdoor Eleg.	£17050	104	117	14	1.6 V-matic Active	£20280	245	-	1.6 V-matic Active	★★★★★		
2.0 TDI 220 vRS	£24100	217	142	29	2.0 TDI 110 Outdoor S	£18255	109	134	14	1.6 V-matic Active	£20280	120	120	23	1.6 V-matic Active		
1.6 TDI 105 S	£18575	104	99	13	2.0 TDI 110 Outdoor S 4WD	£18985	109	154	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 105 SE	£19925	104	99	13	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 105 Eleg.	£21625	104	99	14	2.0 TDI 110 Outdoor SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 110 GreenLine	£20515	104	119	14	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 110 SE Business Green	£20625	103	109	17	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 110 SE Business Green	£20625	103	109	17	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 110 SE	£19165	104	99	13	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
1.6 TDI 107 Eleg.	£22215	104	99	14	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
2.0 TDI 150 SE	£21415	104	119	20	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£23459	120	120	23	1.6 V-matic Active		
2.0 TDI 150 SE	£21415	104	119	20	2.0 TDI 110 SE	£19765	109	134	14	1.6 V-matic Active	£2						

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group																	
1.4i 100 Turbo SRI VX-Line	£13630	99	119	1	CASCADA 2dr open	Comfortable and credible alternative to the usual ragtops	★★★★★	1.4i 100 Turbo SRI	£13240	99	119	1	2.0 CDI 130 Design	£19544	129	104	16	1.4i 140 SE 2WD S-S	£21424	138	139	13	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45											
1.4i 100 Turbo SE	£13240	99	119	1				1.4i 100 Turbo SE	£13150	74	-	1.6i 200 200 Elite	£28350	202	168	24	2.0 CDI 130 Energy	£22914	129	104	16	1.7 CDI 130 Tech Line S-S	£17949	129	120	12	1.2 TSI 105 S	£19535	104	117	11	TOURAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 Sport	£28350	177	150	24		
1.3 CDI 75 S-S Life	£13150	74	-	1	1.4i 200 SE			1.3 CDI 75 S-S Design	£13150	74	-	1.4i 140 S-E S-S	£26250	202	168	24	2.0 CDI 130 SRI	£21344	129	104	16	1.7 CDI 130 Exclusiv S-S	£19949	129	120	13	1.2 TSI 105 S	£18525	84	115	5										
1.3 CDI 75 S-S Design	£13150	74	-	1	1.4i 140 S-E S-S			1.3 CDI 75 S-S SRI	£13845	74	-	1.4i 140 Elite S-S	£24030	138	149	20	2.0 CDI 130 SRI Nav	£22194	129	104	16	1.7 CDI 130 S-E S-S	£22449	129	120	14	1.4 TSI 122 S	£20295	121	124	14	CDI 75 S-S	Blond appearance	★★★★★	2.0 TDI 105 S	£19790	104	149	12		
1.3 CDI 75 S-S SRI	£13845	74	-	1	1.4i 140 Elite S-S			1.3 CDI 75 S-S SE	£14480	74	-	1.6i 170 SE Au	£26715	138	148	21	2.0 CDI 130 SRI VX-Line	£22564	129	104	16	1.7 CDI 130 Tech Line 4x4 S-S	£19649	129	129	12	1.4 TSI 122 S	£21230	121	124	13	CDI 75 S-S SE	1.2 TSI 140 SE	£2360	138	159	18				
1.3 CDI 75 S-S SE	£14480	74	-	1	1.6i 170 SE Au			1.3 CDI 95 S-S SE	£14490	74	-	1.6i 170 SE Au	£27130	168	164	24	2.0 CDI 130 SRI VX-Line Nav	£23414	129	104	16	1.7 CDI 130 Exclusiv 4x4 S-S	£21649	129	129	13	1.4 TSI 140 GT	£24545	138	121	15	CDI 95 S-S SE	1.6 TDI 105 BlaTech S	£21600	120	141	14				
1.3 CDI 95 S-S SE	£14490	74	-	1	1.6i 170 SE Au			1.3 CDI 95 S-S SRI	£14345	94	85	1	1.6i 170 Elite Au	£29230	168	168	24	2.0 CDI 140 Design	£20634	129	104	17	1.6i 130 SE 4x4 S-S	£24149	129	129	14	1.6 TDI 105 S	£21150	129	102	12	CDI 95 S-S SRI	1.6 TDI 105 BlaTech SE	£23705	120	141	12			
1.3 CDI 95 S-S SRI	£14345	94	85	1	1.6i 170 Elite Au			1.3 CDI 95 S-S SRI	£15380	94	85	1	2.0 CDI 165 S-E S-S	£26115	163	138	23	2.0 CDI 140 Design	£21484	138	104	19	ANTARA 5dr 4x4	Stylish interior blunts usability.	★★★★★	1.6 TDI 105 SE	£22085	103	102	11	CDI 95 S-S SRI	1.6 TDI 140 BlaTech Sp.	£25470	138	127	19					
1.3 CDI 95 S-S SRI	£15380	94	85	1	2.0 CDI 165 S-E S-S			1.3 CDI 95 S-S SE	£14990	94	85	1	2.0 CDI 195 BiTurbo Elite S-S	£29700	192	138	27	2.0 CDI 140 Elite Nav	£24814	138	104	19	AMPERA 5dr hatch	There's 175mpg on offer if you can meet the asking price	★★★★★	1.6 TDI 105 SE	£22365	110	87	15	CDI 95 S-S SE	2.0 TDI 140 BlaTech Sp.	£26930	138	127	19					
1.3 CDI 95 S-S SE	£14990	94	85	1	2.0 CDI 195 BiTurbo Elite S-S			1.3 CDI 95 S-S SE	£14052	89	102	1	16Wh Positron	£3750	149	27	20	2.0 CDI 140 SRI	£22434	138	104	19	2.2 CDI 163 Nav 4x4 S-S	£26325	161	177	25	CDI 95 S-S SE	16Wh Positron	★★★★★	2.0 TDI 140 BlaTech Sp.	£3345	177	152	23						
1.0i 90 S-S	£13330	89	102	1	16Wh Positron			1.0i 90 S-S	£14670	89	102	1	16Wh Electron	£34545	169	27	21	2.0 CDI 140 SRI	£20384	138	104	19	2.2 CDI 163 Diamond S-S	£21865	161	167	25	CDI 95 S-S	16Wh Electron	★★★★★	2.2 CDI 163 Diamond S-S	£2520	148	167	16						
1.0i 90 S-S	£14670	89	102	1	16Wh Electron			1.0i 115 S-S	£11425	113	-	1	INSIGNIA 4dr saloon	Nearly as good as a Mondeo.	★★★★★	2.0 CDI 140 SRI	£23654	138	104	19	2.2 CDI 163 SRI	£24285	161	177	25	CDI 95 S-S	1.2 TSI 85	£18075	84	114	9										
1.0i 115 S-S	£11425	113	-	1	INSIGNIA 4dr saloon			1.0i 115 S-S	£15060	113	-	1	Restricted rear visibility	★★★★★	2.0 CDI 140 SRI	£24504	138	104	19	2.2 CDI 164 S-E S-S	£23785	184	177	28	CDI 95 S-S	1.2 TSI 110	£20085	108	114	14											
1.0i 115 S-S	£15060	113	-	1	Restricted rear visibility			1.2i 70 Life	£15100	69	126	1	2.0 CDI 130 Design	£18244	161	119	20	2.0 CDI 140 Tech Line	£23284	138	104	19	VRX 4dr saloon	Still has old school appeal.	★★★★★	1.4 TSI 125 S	£20845	121	125	15											
1.2i 70 Life	£15100	69	126	1	2.0 CDI 130 Design			1.2i 70 Sting	£15995	69	126	1	2.0 CDI 163 Design	£19694	161	114	20	2.0 CDI 163 Country Nav 4x4	£26644	161	147	20	VRX 4dr saloon	longer cheap	★★★★★	1.4 TSI 125 S	£21780	121	125	14											
1.2i 70 Sting	£15995	69	126	1	2.0 CDI 163 Design			1.2i 70 Design	£11500	69	126	1	2.0 CDI 163 Elite	£23874	161	114	20	2.0 CDI 163 Design	£20994	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.4 TSI 150 GT	£25095	148	108	17											
1.2i 70 Design	£11500	69	126	1	2.0 CDI 163 Elite			1.2i 70 SRI	£12195	69	126	1	2.0 CDI 163 Design	£12494	161	114	20	2.0 CDI 163 Design	£21844	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 90 S	£20895	89	101	11											
1.2i 70 SRI	£12195	69	126	1	2.0 CDI 163 Design			1.2i 70 SRI	£13230	69	126	1	2.0 CDI 163 SRI	£12494	161	114	20	2.0 CDI 163 Elite	£25174	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 S	£21850	110	101	13											
1.2i 70 SRI	£13230	69	126	1	2.0 CDI 163 Elite			1.2i 70 SE	£12840	69	126	1	2.0 CDI 163 SRI Nav	£22344	161	114	20	2.0 CDI 163 SRI	£26024	161	119	20	UP 3dr hatch	Hardly revolutionary, just quantifiably	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.2i 70 SE	£12840	69	126	1	2.0 CDI 163 SRI Nav			1.4i 90 Life	£11845	89	121	1	2.0 CDI 163 S-E S-S	£24724	161	114	20	2.0 CDI 163 Energy	£24364	161	119	20	UP 3dr hatch	Hardly revolutionary, just quantifiably	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 Life	£11845	89	121	1	2.0 CDI 163 S-E S-S			1.4i 90 Sting	£11840	89	121	1	2.8 T-VXR SuperSport	£29824	321	249	37	2.0 CDI 163 SE	£22794	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 Sting	£11840	89	121	1	2.8 T-VXR SuperSport			1.4i 90 Design	£11845	89	121	1	INSIGNIA 5dr hatch	Nearly as good as a Mondeo.	★★★★★	2.0 CDI 163 SE	£22794	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11													
1.4i 90 Design	£11845	89	121	1	INSIGNIA 5dr hatch			1.4i 90 Easytronic Design	£12500	89	119	1	1.6i 90 Easytronic	£22479	138	125	13	2.0 CDI 163 SE	£22434	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 Easytronic Design	£12500	89	119	1	1.6i 90 Easytronic			1.4i 90 SRI	£12500	89	121	1	1.4i 140 SRI	£20094	128	123	13	2.0 CDI 163 SE	£22454	161	119	20	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 SRI	£12500	89	121	1	1.4i 140 SRI			1.4i 90 SRI	£12645	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 SRI	£12645	89	121	1	1.4i 140 S-E S-S			1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S			1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S			1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S			1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S			1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S	£20094	128	123	13	2.0 CDI 163 S-E S-S	£22454	161	120	21	VRX 4dr saloon	1.6 BTS 62 GTS	★★★★★	1.6 TDI 110 SE	£22785	101	111	11											
1.4i 90 S-E S-S	£12705	89	121	1	1.4i 140 S-E S-S																																				

Make and Model

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 D 2 SE Lux Nav S-S	£30045	113	103	19	1.6 D 2 SE Lux S-S	£30145	113	108	19	2.0 D 4 SE Lux S-S	£34720	178	113	30
1.6 D 2 SE Lux S-S	£28845	113	103	19	1.6 D 2 SE Nav S-S	£28945	113	108	18	2.0 D 4 SE Nav S-S	£31320	178	113	29
1.6 D 2 SE Nav S-S	£27745	113	103	18	1.6 D 2 SE S-S	£27745	113	108	17	2.4 D 5 SE Nav S-S	£34570	212	126	30
1.6 D 2 SE S-S	£26545	113	103	18	1.6 T3 R-Design Nav S-S	£29450	148	139	23	1.6 D 2 Business Edition S-S auto	£25695	113	111	18
1.6 T3 R-Design Nav S-S	£28375	148	135	23	1.6 T3 SE Lux Nav S-S	£28205	148	139	22	2.0 D 3 Business Edition S-S	£25695	161	119	24
1.6 T3 SE Lux Nav S-S	£26875	148	135	23	2.0 D 3 R-Design Lux Nav S-S	£33695	134	119	25	2.0 D 3 SE Lux S-S	£33220	161	119	26
2.0 D 3 R-Design Lux Nav S-S	£32395	134	114	25	2.0 D 3 R-Design Lux S-S	£32495	134	119	25	2.0 D 4 Business Edition S-S	£27195	178	113	28
2.0 D 3 R-Design Lux S-S	£31195	134	114	25	2.0 D 3 R-Design Nav S-S	£31095	134	119	24	2.0 D 5 SE Nav S-S	£28645	161	126	29
2.0 D 3 R-Design Nav S-S	£29895	134	114	24	2.0 D 3 SE Lux Nav S-S	£31995	134	119	25	2.4 D 5 SE Lux 4WD S-S	£34410	178	117	28
2.0 D 3 SE Lux Nav S-S	£30695	134	114	24	2.0 D 3 SE S-S	£29595	134	119	23	2.4 D 5 SE Lux 4WD S-S	£38290	161	139	30
2.0 D 3 SE Nav S-S	£28395	134	114	23	2.0 D 4 R-Design Lux Nav S-S	£34945	178	103	29	2.4 D 5 SE Lux 4WD S-S	£37590	212	139	30
2.0 D 4 R-Design Lux Nav S-S	£33645	178	99	29	2.0 D 4 R-Design Lux S-S	£33745	178	103	29	3.0 T6 SE Lux 4WD	£43180	200	134	37
2.0 D 4 R-Design Lux S-S	£32445	178	99	29	2.0 D 4 R-Design Nav S-S	£33245	178	103	28	2.4 D 5 SE Lux 4WD	£36340	161	139	30
2.0 D 4 R-Design Nav S-S	£31145	178	99	28	2.0 D 4 R-Design S-S	£31145	178	103	28	2.4 D 5 SE Nav 4WD	£39540	212	139	31
2.0 D 4 R-Design S-S	£29945	178	99	28	2.0 D 4 SE Lux Nav S-S	£33245	178	99	29	2.4 D 5 SE Nav 4WD	£36340	161	139	30
2.0 D 4 SE Lux Nav S-S	£31945	178	99	29	2.0 D 4 SE Lux S-S	£32045	178	99	29	2.4 D 5 SE Lux S-S	£49200	316	179	-
2.0 D 4 SE Lux S-S	£30745	178	99	29	2.0 D 4 SE Nav S-S	£30845	178	99	28	2.0 D 6 320 R-Design	£52840	316	179	-
2.0 D 4 SE Nav S-S	£29645	178	99	28	2.0 D 4 SE S-S	£29645	178	99	27	2.0 D 6 320 R-Inscription	£53740	316	179	-
2.0 D 4 SE S-S	£28445	178	99	27	2.4 D 5 R-Design Lux Nav S-S	£36695	212	120	31	2.0 T8 Hybrid Momentum	£59955	395	59	-
2.4 D 5 R-Design Lux Nav S-S	£35395	212	119	30	2.4 D 5 R-Design Nav S-S	£34095	212	120	29	2.0 T8 Hybrid R-Design	£62855	395	59	-
2.4 D 5 R-Design Nav S-S	£32895	212	119	30	2.4 D 5 SE Lux Nav S-S	£34995	212	120	30	2.0 T8 Hybrid Inscription	£63705	395	59	-
2.4 D 5 SE Lux Nav S-S	£33695	212	119	30	1.6 T3 Business Edition S-S	£22005	148	139	21	2.0 D 5 225 Momentum	£45750	222	149	-
1.6 T3 Business Edition S-S	£20675	148	135	21	1.6 T3 SE S-S	£27005	148	139	22	2.0 D 5 225 R-Design	£49285	222	152	-
1.6 T3 SE S-S	£25675	148	135	22	1.6 T3 R-Design S-S	£28505	148	139	23	2.0 D 5 225 Inscription	£50185	222	152	-
1.6 T3 R-Design S-S	£27175	148	135	23	3.0 T6 Polesstar	£49755	346	237	38	2.0 D 6 Duratec	£23499	200	-	-
1.6 D 2 Business Edition S-S	£21545	113	103	17	1.6 D 2 Business Edition S-S	£22745	113	108	17	2.0 D 6 240	£39190	178	117	29
2.0 D 3 Business Edition S-S	£22195	134	114	22	2.0 D 3 Business Edition S-S	£23395	134	119	22	2.0 D 6 240 R-Design	£36305	178	117	30
2.0 D 3 SE S-S	£21795	134	114	23	2.0 D 3 SE S-S	£28395	134	119	23	2.0 D 6 240 Inscription	£32790	178	119	29
2.0 D 3 SE Lux S-S	£29495	134	114	24	2.0 D 3 SE Lux S-S	£30795	134	119	24	2.0 D 6 240 R-Inscription	£33990	178	119	29
2.0 D 3 R-Design S-S	£28695	134	114	23	2.0 D 3 R-Design S-S	£29895	134	119	24	2.0 D 6 240 Sport	£35490	178	119	30
2.0 D 4 Business Edition S-S	£23445	178	99	26	2.0 D 4 Business Edition S-S	£24645	178	99	26	1.6 Sport Turbo 3 UK200	£26500	201	178	-
VE60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	★★★★★	★★★★★	2.4 D 6 AWD Plug-in Hybrid	£49975	275	48	-	2.4 D 6 AWD Plug-in Hybrid S-S	£40655	178	139	29
1.6 D 2 SE Lux Nav S-S	£33045	113	108	20	V70 5dr estate	Spacious, but suffers from vague steering and old engines	★★★★★	★★★★★	★★★★★	2.4 D 6 AWD Plug-in Hybrid LN S-S	£51675	275	48	-
1.6 D 2 R-Design Lux S-S	£31845	113	108	19	2.4 D 6 AWD Plug-in Hybrid	£32445	178	99	26	2.4 D 6 AWD Plug-in Hybrid LN S-S	£51675	275	48	-
1.6 D 2 R-Design S-S	£30445	113	108	18	2.4 D 6 SE Lux S-S auto	£32210	113	111	21	2.4 D 6 SE Lux Nav AWD S-S	£35890	178	139	30
1.6 D 2 SE Lux S-S	£29245	113	108	18	2.4 D 6 SE Nav S-S auto	£31620	113	111	19	2.4 D 6 SE Lux Nav AWD S-S	£38590	178	139	31
1.6 D 2 SE Nav S-S	£31345	113	108	19	2.0 D 3 SE Nav S-S	£31620	161	119	25	2.4 D 6 R-Design Nav AWD S-S	£37165	178	139	30

AUTOCAR TOP FIVES

Crossovers



1 Nissan Qashqai

From £18,000

Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★☆



2 Skoda Yeti

From £16,000

The Yeti is almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★☆



3 Peugeot 3008

From £17,000

Hardly at the crossover cutting edge, but flexible cabin and split-level tailgate are among its thoughtful touches. ★★★★☆



4 Suzuki SX4 S-Cross

From £15,000

Capable in most respects – being decent to look at, drive and sit in – with exceptional economy as the kicker. ★★★★☆



5 Dacia Duster

From £10,000

Outstanding cash-for-capability prospect. Better with all-wheel drive. It's basic, but in a very good way. ★★★★☆

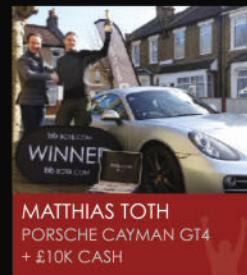
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Mr D.S - Skoda Yeti (February 2015)



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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears

50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard

Braking 60-Omph Recorded on a high-grip surface at a test track

Mph/1000rmp Figure is the speed achieved in top gear

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-Omph	Power (bhp)	Torque (lb/ft)	Mph/1000rmp	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-Omph	Power (bhp)	Torque (lb/ft)	Mph/1000rmp	Fuel economy	Weight (kg)	TEST DATE	
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14	ECOSPORT 5dr off-roader	★ ★ ★ ★ ★											3.9.14	
5-SERIES 4dr saloon/5dr GT/5dr estate	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3.10	KUGA 5dr off-roader	★ ★ ★ ★ ★											13.3.13	
520d SE Touring	158.1	2.30	8.3	*5.0	2.6		181	280	38.7	38/42	1810	6.10.10	2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	10.10.12	
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12	RANGER 5dr pick-up	★ ★ ★ ★ ★												
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11	3.2 TDCi	109	10.8	35.7	10.7	9.8	3.2	197	347	32.4	28/35	2265	10.10.12	
6-SERIES 2dr coupé/2dr open	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.11.11														
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	6.4.11														
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085															
7-SERIES 4dr saloon	155	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08														
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915															
135d hatch	153	8.1	—	7.6	*4.9	3.4	168	184	—	294wh/m	1390	22.1.14														
182d coupé	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14														
24 2dr convertible	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09														
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615															
sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09														
X1 5dr 4x4	155	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11														
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825															
X3 5dr 4x4	155	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14														
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895															
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13														
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08														
ALFA ROMEO																										
MITO 3dr hatch	155	—	—	—	—	—																				
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4.10														
GIULIETTA 5dr hatch	155	—	—	—	—	—																				
2.0 JTDM	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10														
ALPINA																										
B3 BITURBO 4dr saloon	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13														
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610															
ARIEL																										
ATOM 0dr open	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11														
ASTON MARTIN																										
V8 Vantage 2dr coupé	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07														
RAPIDE 4dr coupé	174	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13														
AUDI																										
A1 3dr hatch	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10														
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165															
S1	155	5.9	14.4	5.2	5.4	2.6	220	273	25.6	30/39	1390	28.5.14														
A3 3dr/5dr hatch	155	—	—	—	—	—																				
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12														
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.12.14														
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7.11														
A4 4dr saloon/5dr estate	155	—	—	—	—	—																				
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2.08														
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.10.12														
A5 2dr coupé/cabriolet	155	—	—	—	—	—																				
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7.07														
3.0 TDI cabrio	153	7.1	20.2	6.6	8.5	3.0	201	238	32.4	34/38	2035	12.9.09														
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.10.10														
A6 4dr saloon/5dr estate	155	—	—	—	—	—																				
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	45.11.11														
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.10.11														
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.13														
A7 Sportback 4dr saloon	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.11														
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	29.9	23/30	2325	16.8.06														
A8 4dr saloon	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10														
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130		</td													

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE			
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	23	276	258	27.8	24/33	1382	26.8.09	JUKE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
Evora 2+2	162	5.4	13.0	4.7	8.2	23	276	258	27.8	24/33	1382	30.3.11	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13	2.0d XC	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430		NISMO RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13	LEAF 5dr hatch ★★★★★	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11	Leaf	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
MASERATI													QASHQAI 5dr hatch ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08	1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	2.0d XC	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14	WRX 4dr saloon ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	370Z 2dr coupé ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
GHIBLI 4dr saloon ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	GT-R 2dr coupé ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
MAZDA													NOBLE	110	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
3.5d hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	M600 2dr coupé ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
5.5d MPV ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	308 3/5d hatch ★★★★★	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
1.6d Sport	111	12.5	—	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
6.4d saloon/5dr estate ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	508 SW estate ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
CX-5 5dr hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	308 3/5d hatch ★★★★★	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
MX-5 2dr convertible ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	508 SW estate ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09	FORESTER 3/5dr hatch ★★★★★	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
2.0 Sport	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
MCLAREN													208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
12C 2dr coupé/roadster ★★★★★	155	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
3.8 V8 coupé	155	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
3.8 V8 Spider	157	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
650S 2dr coupé/roadster ★★★★★	155	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
3.8 V8 Spider	154	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
P1 2dr coupé ★★★★★	155	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6	—	7.5.14	208 3/5d hatch ★★★★★	117	10.3	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
MERCEDES-BENZ													508 5dr hatch ★★★★★	155	2.8	5.2	2.2	6.0	2.3	208	164	36.8	10/14	1775	13.4.11	508 5dr hatch ★★★★★	155	2.8	5.2	2.2								

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Bugatti in bankruptcy

16 April 1997



Bugatti has recently sold the 450th and final Veyron, bringing to a close a storied 10-year life for the outrageous W16-powered machine. However, the car wouldn't have existed had the Volkswagen Group not bought the company in 1998 and, in so doing, rescued it from oblivion.

Prior to its intervention, a spirited revival attempt, led by Italian entrepreneur Romano Artioli, had hit the skids, scuppered by a stuttering global economy and some breathtaking profligacy by Bugatti's owners.

Consider, for example, the relaunch of the brand. In September 1991, Bugatti had lavished £160,000 on a dinner for 1600 guests, hiring Louis XIV's Versailles palace for the occasion.

By September 1995, however, Bugatti's Campogalliano factory near Modena was silent, the workers sent home after the company was declared bankrupt and the gates locked.

Only one man had a key: Gian Luigi Rossini, the bankruptcy trustee appointed to handle Bugatti's affairs. On a spring day in 1997, he invited Autocar's European editor, Peter Robinson, to have a poke around inside.

"A thin film of dust covers everything

'A Luxembourg firm paid £476,000 for the four finished EB110s, the first production car and another that's minus the engine'

and proves that not even the cleaners have been given access," described Robinson in his subsequent article. "Office staff desks are littered with holiday postcards, in-trays hold fading faxes, old cigarette butts fill ashtrays, and rubbish bins carry the last day's detritus.

"Search and you'll find poignant lists of things to do tomorrow, phone calls that were never returned. Only Artioli's desk is free of debris, but then it was always like this."

In the workshop, there were signs that Bugatti's workers had been putting together the firm's EB110 supercar right up until the day the factory closed.

"Five sit forlornly in various stages

of completion in the air conditioned assembly area," wrote Robinson. "Four ready-to-ship EB110s sit in the final road testing area. Bit by bit, part by part, the factory and its contents are being sold off in an attempt to pay back some of the firm's liabilities, estimated to be £36 million.

"A Luxembourg company paid £476,000 for the four finished EB110s, the first production car and another EB110 that's minus the engine. At little more than £90,000 each (forgetting the incomplete car), that's reasonable enough when you remember that Bugatti was asking £285,000 for an EB110 GT in 1995."

Also in the workshop was a part-built EB112, a Giugiaro-designed saloon that looked like an ahead-of-its-time Porsche Panamera when it was shown in concept form at the 1993 Geneva motor show. The stillborn car featured an early iteration of the Bugatti grille that would be seen on the Veyron years later.

Less than a year after Autocar's tour of the factory, Volkswagen swooped in to buy Bugatti and followed through on a vision of building grandiose luxury cars – a vision, as it turned out, that wasn't a million miles from Artioli's.

AUTOCAR

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EDITORIAL

Tel +44 (0)20 8267 5630
Email autocar@haymarket.com
Editor Jim Holder
Editor-in-chief Steve Cropley
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Office managers Charlene Harry, Sarah Weetch

EDITORIAL CONTRIBUTORS

European editor Greg Kable
Used car editor James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editors Richard Bremner, Colin Goodwin
Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8267 5344
Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 **Overseas** +44 (0)1795 592 972
Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705
Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
Contact David Ryan (david.ryan@haymarket.com)

BACK ISSUES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

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Creative director Paul Harpin
Strategy & planning director Bob McDowell
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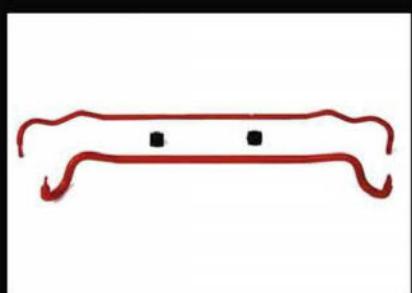
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